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(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

No. 27,892

HONG KONG, THURSDAY, SEPTEMBER 3, 1931.

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TYPHOON SEQUEL

TO-DAY'S TALE OF
WOE.

NO LIVES LOST
JUNKS FARE VERY
BADLY.

The Colony experienced its fourth typhoon scare of the year yesterday, and a most unexpected one. The storm was of small diameter, passed between Gap Rock and Hong Kong in the afternoon, its full force being felt here in the evening, when the wind veered from north-west to south-east.

Caught Unawares.

Its suddenness caught many of the floating population unawares, and a large number of junks and sampans were either sunk or damaged beyond repair. Those that could not sail away from the praya to safety, were dashed to pieces.

No Lives Lost.

An outstanding feature of the storm is the fact that not a life has been reported lost. It was rumoured that two boys were blown into the harbour near Sincere's premises last night, but they are believed to have been washed ashore again.

Wrecked and Lost.

A private motor launch was sunk off Wanchai, and a large cargo junk, which was in tow from Hong Kong to Shaikwan, was cast off by the heavy seas near Kellet Island, blown westward toward the praya wall at Wanchai, where it crashed and sank. The nine persons who were on board at the time managed to jump ashore so there was no loss of life. The junk and its cargo are valued at \$3,000.

Dashed Against Wall.

The master of another junk has reported that at 12.15 o'clock yesterday afternoon he tried to get his craft in tow but could make very little headway against the heavy seas. The junk was washed against the wall opposite Lee Gardens and finally sank. The junk is valued at \$900. In this case also no person was drowned, the crew managing to scramble their way to shore and safety.

A large junk was sunk off Percival Street, whilst two others foundered off Marsh Street. A small junk was wrecked just opposite Tonnochy Street, and a large junk also sank near Fenwick Street to the west of which street a sampan also disappeared.

Motor Launch Lost.

A private motor launch, the Kai Wan Yau, owned by Yin Kim-sun of 22 Lockhart Road, also sank off Fenwick Street.

Harrowing Scenes.

Along the Praya, from the Star Ferry wharf to Kennedy Town, harrowing scenes were witnessed yesterday afternoon, and judging by the number of the Colony's population that thronged Connaught Road Central, one came to the conclusion that every typhoon is regarded as a "general holiday."

Several junks, which had been unloading cargo and caught unawares by the storm, were sunk. Between wharves the surface of the water was a mass of debris.

Some of the junks were split in half, with either the bow or the stern still roped to the wharf. Junks that were huddled together caused great damage to each other. The bow of one would rip away the stern of the one in front, and so on.

Further along one saw the crew of a junk busily engaged in salvaging all that they could in the way of personal belongings and cargo. By means of poles they were able to salvage a good deal of firewood.

EMPIRE TEA

BIG CAMPAIGN
OPENED.

IN THE U.K.

COUNTER FOREIGN
COMPETITION.

London, Yesterday. As an endeavour to assist tea producers it has been decided to institute an intensive campaign to increase the consumption of Empire tea in the United Kingdom where the influx of foreign-grown tea has created a very grave situation. The co-operation has been secured of the Indian Tea Cess Committee, Indian Tea Association in London, Ceylon Association in London, the Empire Marketing Board, the Trade Commissioner in India, also the majority of the important tea distributing and blending firms.—Reuter.

which had been done up in bundles ready for sale at the shops.

The absence of the rescue tug Kau Sing from the harbour in the storm was commented upon yesterday. She was not seen, until the storm had abated late in the afternoon.

Splendid Work.

Chinese steam launches were doing splendid work, and special mention is made of the Kwong Chee whose coxswain steered her on several occasions, between a junk and the praya wall—to the danger of his and the crew's lives—just to push the craft out in order to make it easier for another launch to take it in tow.

As a means of protection, ropes were tied to the junks which were pitched and tossed about like eggshells. Some of the junks' masts snapped in two, whilst others were carried away clean out of their sockets.

By the fifth hour yesterday, ferries found it extremely difficult to dock at the wharves, and were forced to suspend the service shortly after two o'clock. Prior to this, however, a ferry was seen to drift for about a quarter of an hour awaiting the departure of another ferry.

Ferry Services.

The ferries resumed at 6 o'clock from the Hong Kong wharf, and stopped again in about an hour's time, because it was then that the severe blow was being felt by the Colony. The wind died down at about ten o'clock and the ferries resumed running on a much-restricted timetable, though.

Restaurants were again taxed to their utmost capacity, whilst cinemas were well patronised during the afternoon.

On the whole, Hong Kong was lucky in not getting the full force of the typhoon, although atmospheric conditions yesterday threatened a very severe typhoon!

The absence of rain and the sudden changes from dullness to sunshine, all pointed to a bad "blow."

Small Landslide.

As was to be expected, trees suffered much damage in all parts of the Colony, whilst some of the marshes at Repulse Bay and the other bathing resorts suffered minor damage. There was a small landslide at Broadwood Road, which involved a few trees. Some houses had their window-panes smashed, but, generally speaking, the "blow" was very light.

Pathetic Scenes.

Yesterday's blow did the most damage in the harbour, where pathetic scenes were still to be seen this morning. The Praya, for a long stretch, being crowded by sightseers surveying the damage.

Almost 100 Native Craft Lost.

It is as yet impossible to ascertain the number of native craft.

GERMANY NERVOUS

RUMOURS FROM
ABROAD.

SALE OF STOCKS

UNFRIENDLY AND
HARMFUL.

Berlin, Yesterday. News has reached banking circles from abroad, especially from New York, that foreign holders of German stocks intend to appear on the market as sellers soon after the re-opening of Berlin Bourse.

Such action would be viewed here as unfriendly and harmful, as it would react on the foreign exchange market, and hinder Germany's financial recovery.

It is believed that the Government will immediately take measures to prevent foreign Reichsmark credits in Germany, obtained from sale of shares, being turned into foreign currencies.—Reuter.

SHARE MARKET STEADY.

China Lights Maintain
Position.

HOTELS WEAKER.

The official summary issued by the Stock Exchange to-day states:—

The market opened steady this morning, and China Lights still maintained their position as a strong feature. On the other hand, Hotels showed a weaker appearance, as will be seen below.

Banks changed hands at \$2,040.

Unions, which were done at \$560, were enquired for at \$555. Underwriters were put through at \$3.20, and at the close buyers offered \$5, but the rate apparently did not satisfy holders.

Wharves, which were dealt in at \$164, were in demand at the close at \$163½.

Providents (old) had buyers at \$6½, but there were no sales at this rate. The new shares, after being done at \$3.20, were wanted at \$3.15.

Hotels (old) were the medium of sales at \$17.40 and \$17.45, and at the close buyers would not go higher than \$17.20. The new shares changed hands at \$16.60, at which there were further buyers, but sellers were asking \$17.10.

Lands were dealt in at \$91.65 and \$92, and there were buyers wanting shares at \$91½.

Humphreys remained stationary at yesterday's buying rates. Realities were reported sales at \$17½, and there were sellers asking \$18, but buyers wanted shares at \$17.65.

Ewos could have been placed at \$15½.

Trams changed hands at \$22.30, and were in demand at \$22½.

Star Ferries were in request at \$94½, but shares did not appear at this rate.

China Lights were again in demand at yesterday's rate—\$81.60, and sales were put through at \$82.

H.K. Electrics were in demand at \$82½, without shares, being procured.

Telephones (part paid) were dealt in at \$35, and there were further buyers at \$34½.

Cements (combined) were wanted at \$20.40, with sellers asking \$20.60.

H.K. Ropes were again in demand at yesterday's rate—\$22.20.

"FEARFUL MAN" GETS TWO YEARS.

A Ghost Story From
Yaumati.

SAVAGE ATTACK ON WOMAN.

Lau On-nam, described by various witnesses as "a fearful man," "dreadful savage," and "terrible gambler," was sentenced by Mr. Justice R. E. Lindsell this morning to two years with hard labour, for wounding with intent a woman named Leung Sze-mui, at Yaumati, on June 2 last. The case was one held over from the August Assizes.

Prisoner hardly bore out his dreadful reputation in the dock, sitting there calmly, and having no questions to ask most of the witnesses. He merely repeated that he knew nothing about the affair. Later, making a statement in his defence, he attributed the whole matter to a "devil who took possession of him."

He said that devils were in the house, which is at 15, Wai-shing Street. So much so, that the mistress caused the spirit of the landlord to be placated to drive the unwelcome visitor away.

Unfortunately the joss card was taken down later, and the worship ceased, so that the devil promptly began to walk abroad again!

Insanity Not Apparent.

His Lordship, referring to prisoner's story in his charge to the jury, said, "I think it only right to tell you that the possibility of insanity as a defence in this case was foreseen, and that the delay in the trial, postponed from August, was because of the fact that the man was kept under medical observation."

If there had been anything at all in the results of that observation by two medical men asked to undertake it, to indicate that prisoner was either insane now, or at the time of the alleged crime, that evidence would have been available to-day. There was no such indication, so that the doctors were not called.

Dr. Smalley, of Kowloon Hospital, who treated prisoner and his victim, also said in the course of his medical evidence that he had seen prisoner many times whilst he was under treatment, and had no idea he could be anything but normal. There was no suspicion of mental trouble.

Attack in the Kitchen.

Mr. Whyte-Smith conducted the case for the Crown, prisoner pleading "Not Guilty" to the charges. The alleged attack was made on the woman when she was washing clothes in the kitchen. She was stabbed several times, after refusing to lend prisoner money. She managed to escape through the shop, pursued by the man, wielding a chopper, with which he struck her on the head. Prisoner later tried to cut his own throat.

Both persons were subsequently removed by the Police to the Kowloon Hospital. The woman had a bad wound in the abdomen, and was in a serious condition for some time. Even now she was liable to suffer from the after-effects.

Prisoner, when charged at the Police Station, said, "I did cut myself. I did not know that the woman was wounded." When this statement was produced in Court this morning, he persisted that he told the interpreter that he was "possessed of a devil." This the interpreter, in evidence, denied.

"I Am Dead."

Corroborative evidence was given by the woman herself, who said that she had "left" prisoner money on various occasions. He had

(Continued on Page 12.)

—after sales being effected at \$22.35.

Watsons fell off to a nominal quotation of 18½.

Lane, Crawfords were wanted at yesterday's figures.

Constructions were in request at \$18½, without bringing out shares.

SILVER QUESTION

HOOVER UNLIKELY
CALL MEETING.

EXPERTS ON JOB

UNOFFICIAL INTER-
NATIONAL MEETING.

Washington, Yesterday. The Presidential Secretary questioned regarding the cable from Spokane (quoted below) said that there was no development in the silver question and he knew nothing of any conference for the rehabilitation of silver. He considered the likelihood of President Hoover calling such a conference as most remote.

Officials of the Chamber of Commerce said that the International Chamber was "sounding out" experts in the countries interested to determine whether it was feasible to have an unofficial international conference.

Pittman's Statement.

Spokane, Yesterday. Senator Key Pittman told a meeting of silver miners here that President Hoover would convene an international silver conference some time this month.—Reuter's American Service.

BENDIEN'S CANCER DIAGNOSIS.

Claim for Test Not
Justified.

COMMITTEE'S CONCLUSION.

London, Yesterday. The claims advanced for a test cannot be justified," is the conclusion of the Committee of the London Hospital Research Committee after experiments with Dr. Bendien's cancer diagnosis. The Committee add, however, that "Dr. Bendien's integrity and honesty of purpose cannot, for a moment, be doubted."—Reuter.

ROYAL DICTATORSHIP ABANDONED.

King Alexander Signs
Promulgation.

PARLIAMENTARY GOVERNMENT.

Belgrade, Yesterday. The King has promulgated a new Constitution providing for the return of Yugoslavia (which hitherto has been under Royal Dictatorship) to Parliamentary Government.—Reuter.

SPANISH SUSPECTS.

Round Up Campaign
Results.

TEN ARRESTS.

Madrid, Yesterday. So far ten prominent persons, mostly Generals, have been arrested in pursuance of the campaign to round up suspects, for misdeeds under De Rivera's regime. Among them are, Castedo, ex-Minister of Public Works; General Frederico Berenguer, brother of the ex-Prime Minister; and Count Jordana, ex-Spanish High Commissioner at Morocco.—Reuter.

Major Elmhirst, Rhodes, D.S.O., late Royal Berkshire Regiment, of Clifton, Brighton, brother of Cecil Rhodes, left unsettled estate of the value of £48,178, with net personality £39,980.

NATIONAL CABINET

ARDUOUS LABOURS
CONCLUDED.

SECRET PLANS

TO DEMAND VOTE
OF CONFIDENCE.

London, Yesterday. The Cabinet has concluded its labours, and Parliament will now re-assemble on September 8, when Mr. Ramsay MacDonald will demand an immediate vote of confidence, without explaining the Government's plan.

Vote of Confidence.

At the earliest moment after the vote of confidence, probably the following day, Mr. Snowden will divulge the whole balanced scheme in the form of two Bills. It is learned that Government has done its very utmost to steer clear of imposing further burdens on industry, and intends also to discourage the tendency recently revealed by local authorities toward panic measures of economy.

Snowden to Make Statement.

Mr. Philip Snowden's financial statement will be made in the House of Commons on September 10.—Reuter.

Earlier Cables.

Rugby, Yesterday. The Cabinet this morning turned its attention to the report of the Finance Committee and began a study of the taxation proposals. The Ministers are understood to be extremely satisfied with the progress being made, but they are fully determined, in view of the statutory procedure governing financial legislation and the obvious desirability of making known to the nation their proposals in a complete and comprehensive form, that absolute secrecy shall be maintained regarding the details of the scheme, until a statement is made to Parliament. The only dependable information about the scheme which is available is that it will be based upon the principle of equality of sacrifice, and that it will definitely balance the national Budget.

"Dole" Advisory Committee.

The Minister of Labour, Sir Henry Betterton, after consultation with the Trades Union Congress, the employers' organisations and the Treasury, has appointed an advisory committee to consider and report on the regulations for dealing with anomalies which have arisen in the operation of the Unemployment Insurance Acts. Lord Burnham will preside over the committee, which contains nominees of the trades unions, employers and Treasury.—British Wireless Service.

Stock Exchange Recovery.

London, Yesterday. A sharp recovery has manifested itself in gilt-edged securities on the Stock Exchange on an announcement by a Government broker that there will be no additional tax on fixed interest-bearing securities, or compulsory conversion of the five per cent. war loan.—Reuter.

AT OMSK.

Amy Making Good
Progress.

Moscow, Yesterday. Miss Amy Johnson landed at Omsk at 4.45 o'clock this evening, after a mid-day call at Novosibirsk.

Earlier News.

Miss Amy Johnson, flying homeward from Tokyo, landed at Krasnoyarsk at 10.10 a.m., and resumed her journey for Sverdlovsk after twenty minutes' rest.—Reuter.

WILL NOT RESIGN

PREMIER'S REPLY TO
SEAHAM.

DUTY TO MASSES

RE-CONSIDER CASE
LATER.

London, Yesterday. Mr. Ramsay MacDonald does not intend to resign his seat for Seaham, "While," he says in a letter to the local Labour Party, "it involves desertion of the imperative duty to protect the great mass of wage-earners of Britain from serious disaster."

He adds, that any action he may, therefore, take in response to any resolution passed will only be after finishing the duty he is now undertaking, and not before.—Reuter.

Text of Reply.

Rugby, Yesterday. The reply of the Prime Minister to the Seaham Labour Party, which passed a resolution calling upon him to resign his seat for that division, is issued to-day. In the course of a letter to the chairman, Mr. MacDonald writes:—

"I regret very much that, without knowing any of the facts, your executive have passed the resolution which you have communicated. However great the misunderstandings may be, and however much superficial observers may consider that my immediate colleagues and I have departed from our principles, our position has been dictated by a determination to keep the standards of living, unemployment pay, and such like at the maximum possible. If you are discussing these things, now in circumstances free of collapse and panics, you owe this solely to my colleagues and myself, who took action which for the moment it is necessary shall be spread as equitably as human ingenuity can do it, and if we are compelled to ask the unemployed to accept conditions which are above their conditions in 1929, it is because we wish to protect them against deterioration, which would be of real substance and amount to truly tragic hardship."

"It may be difficult for you to recognise that, but such is the case, and before long you will know it. The spirit of the letter which I wrote you some days ago is still my spirit, and I wish to repeat to you that I put myself in your hands. In view of one part of your resolution, I desire to make it perfectly clear to you, however, that I shall not under any circumstances carry out the above intention whilst it involves a desertion of the duty which I consider to be imperative to protect the great mass of wage earners in this country from a serious disaster."

"Any action I may take in response to any resolution passed will only be after I have finished the duty which I am now undertaking, and not before. Whatever may be the disagreement between my supporters and myself, I hope that you will all believe that it gives me the greatest pain to have to break the splendid harmony which has, up to now, existed between us."—British Wireless Service.

DIPLOMATIC VISIT.

French Statesmen and
Berlin Visit.

END OF MONTH.

Paris, Yesterday. It is understood in well-informed quarters that M. Laval and M. Briand will visit Berlin from September 23 to 28 returning Dr. Curtius' July visit.—Reuter.

MOTORISTS THIS IS YOUR PAGE

20 MILLION MARK.

Passed by Ford on April 14.

The twenty millionth Ford car left the assembly line of the Ford Motor Company in the Rouge plant, on Tuesday morning, April 14.

The car rode slowly down the line and came to rest at the terminal, a finished product. Henry Ford and Edsel Ford, executives of the company, reporters, photographers and mechanics gathered to inspect the machine, a Model A Town Sedan.

Henry Ford drove the automobile to his home, where it met the first car, produced in 1893. Later it met "999," the famous Ford racer, and the Fifteen Millionth car, last of the Model T's to be built.

The car was placed on exhibition in the Ford Motor Company's show-rooms in the Highland Park plant on Woodward Avenue.

One week later it was started on a country-wide tour, in the course of which it is scheduled to spend a week in each of the company's branch territories.

On its return, the Twenty Millionth car will be placed in Greenfield Village.

The first Ford, one of the first three automobiles the United States had ever seen, resembled a buggy mounted on bicycle wheels and its little two-cylinder engine boasted four horsepower. Its gasoline tank held three gallons and its seat held three people. Mr. Ford was given a verbal licence to drive it, and he

thus became the first licensed motorist in the United States.

In December, 1915, more than 1,000,000 Fords had been produced. Thereafter, as Ford manufacturing methods and processes developed, total production reached 2,000,000 in June, 1917; 5,000,000 in May, 1921; 10,000,000 in June, 1924, and 15,000,000 in May, 1927.

Contemplation of what the production of 20,000,000 automobiles means may be easier if it is realized that a total of only 27,000,000 motor vehicles—passenger automobiles, trucks and commercial cars of all kinds, and buses—were registered in the entire United States last year.

Or to put it another way, 20,000,000 Fords, placed bumper to bumper, would stretch approximately 48,296 miles, which is within 1,508 miles of enough to circle the globe twice at the equator.

EASE WITH SAFETY.

The New Synco-mesh Transmission.

Advantages of the new Synco-mesh transmission with quiet second gear used on the 1931 Oldsmobile are winning praise from owners, according to reports from Oldsmobile dealers. Safety and driving ease are enhanced both on the road and in traffic, the owners declare.

The ability to easily and quietly shift from second to high and high back to second, with the danger of missing gears eliminated, has won the thousands of 1931 Oldsmobile

owners to Synco-mesh, the reports state. The experience of one owner describes some of the advantages this new type of transmission affords. He said:

"We were driving up a steep grade which required second gear operation before the summit was reached. Some distance ahead another car appeared to be in trouble. It had slowed down and in trying to shift the conventional type gears from high to second, the driver missed the gears and was in neutral. He had to come to a stop, hold the car with his brakes and shift into low. The car had started to roll backward before he could reach his engine and regain control. We passed him, going along easily and quietly in second gear.

"Just over the summit of the grade, an equally steep drop was encountered. We again shifted into second, using our engine compression to help brake the car. Part way down this other car shot by. The driver evidently feared to make another effort to go into second and was trying to hold his car with his brakes only. Before he reached the bottom smoke showed he had burned out his brake linings.

"The almost constant shifting of gears required when driving in congested city traffic brings out additional advantages of the Synco-mesh, other reports state. These Oldsmobile owners say they no longer have to "feel" their way into second or high but shift quickly and confidently into the required gear range. The quiet second gear with a speed in excess of 45 miles an hour provides astonishing get-away ability in traffic, they report.

STREAMLINED.

Effect of New Radiator Styles.

A Motoring Correspondent writes in a Home paper:—

It has always been to me a rather surprising thing that more attention has not been given to the streamlining of motor cars. I am, of course, aware that at various times new types of bodies have been brought out, which were hailed as the last word in streamlining, but they have been regarded more as freaks than anything else, and people did not take them as seriously as perhaps they ought to have done.

Manufacturers have so far given evidence of no very lively interest in these novel bodies, and there has never been any suggestion of one or other of the designs being adopted as standard is any manufacturer's range.

American designers have in the past shown as much reluctance to adopt an entirely new style, as have British designers. No doubt they have been influenced by the fact that a great deal of money has been spent in laying down expensive plant for pressed steel bodies which does not readily lend itself to changes.

Of late, however, as a result of experiments conducted by several important American factories with the aid of wind-tunnels there has been a sudden reawakening interest in streamlining. It has been proved conclusively that the wind resistance offered by a car body is greater than the frictional resistance at the points of contact between the tyres and the road. When the Reo Company proposed to bring out a new car they conducted wind-tunnel experiments with several types of body until they found one which, with suitable streamlining, gave satisfactory results.

Other firms tried similar tests before laying down new models, as it was shown that, with streamlining a much better performance could be obtained.

Designers' Increased Scope.

The result of all this has been that automobile engineers are now what the Americans call "streamline minded," and at the recent meetings of the American Society of Automotive Engineers all sorts of ideas from rear engine mounting to four-wheel drive were suggested in order to allow the body designer full play. One prominent motor body expert said that a modern automobile with its many exterior air disturbing appendages offered five times as much air resistance or drag at any speed as a full streamlined aeroplane body.

Briefly, therefore, what is aimed at is a body which comes nearer to the aeroplane as far as streamlining is concerned. This, it is contended, would give a much better road performance with an engine no more powerful than is at present used.

Naturally one of the first features of the external appearance of the car to receive attention from those who favour greater streamlining is the radiator. Reo, Cord, and Chrysler adopted an entirely new style of radiator last year which gave the appearance of not the full effect of streamlining. Their idea has been extensively copied, and it is certain that most of the 1932 American cars will follow their example.

What British manufacturers are going to do for the 1931-32 season has not yet been revealed, but it is fairly certain that far more attention will be given to this important question of streamlining.

Regarding radiator styles, it is likely that we shall see numerous changes. Firms like Morris and Standard are said to be contemplating the adoption of entirely new ideas, and it is more than probable that several others will follow suit. I have heard it said that many

car owners do not like to see radiators of a new pattern adopted, as it "dates" their cars. They urge that every one who takes an interest in these matters can tell at once that they are driving a pre-1931 Morris, or Standard, or Rover, or whatever make it is that has come out with something new.

Personally I do not attach a great deal of importance to this argument, for the simple reason that if it were to be generally accepted it would tend to negative all progress in body design and style. The latest bodies have sweeping streamlines from front to rear, and if the radiator is out of keeping with this style then the whole effect is lost.

I have never been greatly excited over the very deep radiator with a thin strip of chromium-plating down the centre which became very common last year. It may be all very well for trucks and buses, but I very much doubt whether it improves the appearance of the car. Nor am I greatly struck with the idea of concealing the real radiator which is often of "any old shape" behind a layer of wire netting—it is really not much more shaped so as to look as if a very stylish pattern of radiator had been adopted. If it is desired to fit a stone guard, why not fit a real one?

I see no reason why manufacturers should be afraid to come out with some entirely new style of body which gives effect to all the latest ideas in streamlining. There might be at first a certain amount of prejudice to overcome on the part of the car-buying public, but once it was realised that the performance of the car was considerably improved I feel certain that any prejudice would be quickly broken down.

LUBRICATING.

Causes and Remedies of Leakages.

The quantity of oil actually used up in lubricating an internal combustion engine varies greatly in engines of similar design and size when running under apparently similar conditions. Some engines appear to use practically no oil, while others require frequent replenishment.

Theoretically, provided there is no leakage from crankcase joints, valve chamber covers, or bearings, the quantity of lubricant should not decrease in volume, and changes of oil and replenishment should only be necessary when incipient decomposition occurs through exudation and viscosity change takes place through fuel dilution.

In practice, leakage at joints and bearings is very difficult to prevent entirely for long, and very few engines show no sign of oil escape after being in service for a few weeks.

There is no doubt that when visible leaks being absent, an engine requires very frequent replenishment of its lubricant the loss is due to the oil passing the piston rings and reaching the combustion space, the products of its combustion leaving the exhaust pipe as smoke.

The spark plugs do not necessarily become short-circuited unless the oil is in great quantity, or the type of plug points tend to retain it. This is under-

standable in the case of an old engine with badly worn cylinder walls, pistons, and rings, but requires some explanation in an engine in new condition and apparently good order.

Engines Greedy for Oil.

When, after much running, these engines become greedy for oil, the cylinders could be rebored and over-size pistons fitted, and the combustion of lubricant became normal again. In the case of an engine with pressure-feed lubrication, however, to rebore the cylinders and to fit new pistons will not necessarily effect a cure. The fit of the crankshaft bearings has a great deal to do with excessive oil consumption in the latter case.

Badly-fitting connecting rod bearings in conjunction with a high oil pressure are the most usual causes of heavy oil consumption in a nearly new engine.

The lubrication of the cylinder in a modern engine is carried out in a very simple manner the oil being thrown off the crankshaft into the cylinder bores, after having passed through the main and connecting rod big end bearings. Once oil is in the sump the quantity of oil thrown is not controlled in any way, and probably varies greatly in different engines of similar design and size.

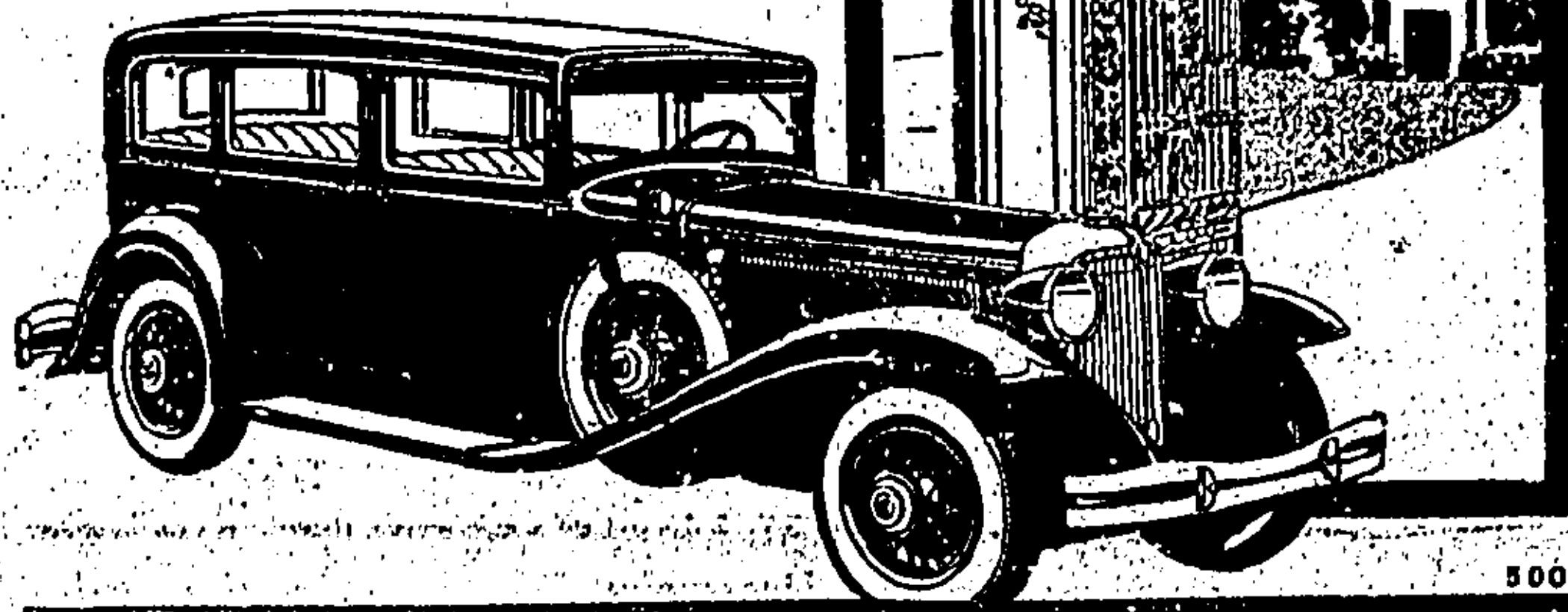
A reduction in oil consumption can often be effected by fitting special rings in the lowest groove of the piston, and drilling the piston wall for the return of oil. This does not, however, get to the root of the matter. Cases have been known where the manufacture of a particular type of engine has been discontinued, due to failure to cure this defect at a reasonable cost.

THE NEW CHRYSLER SIX

STYLED LIKE THE CHRYSLER EIGHT

A PLEASURE TO OWN

You'll be proud of a New Chrysler Six anywhere. You'll enjoy driving it. Your friends will enjoy riding in it. And best of all, besides being a car of outstanding smartness and performance, it is a car of real economy in both first cost and maintenance. There is no mistaking its performance for anything else but Chrysler performance. Its abundant power is Chrysler power—smooth and delightful. Its speed is Chrysler speed. Its pick-up is Chrysler pick-up. The new Chrysler Six is styled like the smart Chrysler Eight. The wheelbase measures 116 inches. A heavy double-drop frame creates a very low center of gravity that means better balance and greater safety, and without sacrifice of head-room or road clearance. It has a 70-horsepower engine. Closed bodies are of solid steel construction. Quick, easy control at all speeds is assured by self-equalizing internal-expanding hydraulic brakes. Luxury and economy—a great combination. Drive a Chrysler Six and make comparisons. Apply your ideas of value to Chrysler and see how Chrysler leads in value.



THE NATIONAL MOTOR CAR CO.

CARS ARE NOW ON DISPLAY AT

33, DES VOEUX ROAD CENTRAL

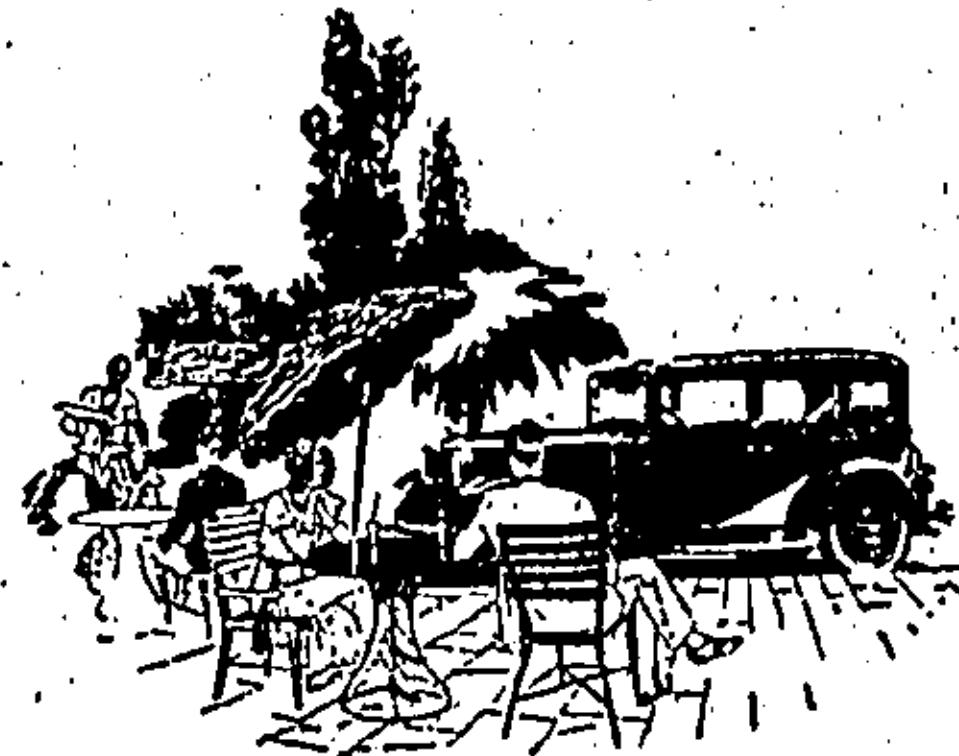
Tel. 25644

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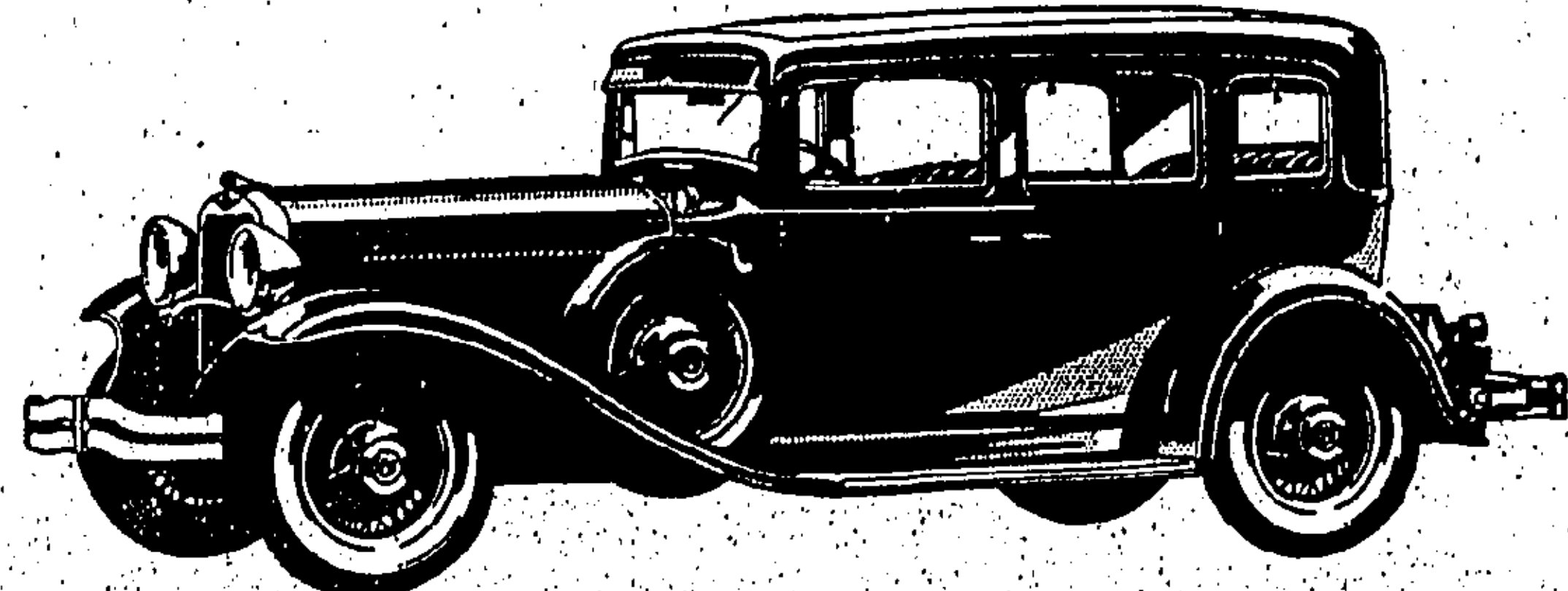
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LONGER WHEELBASES give graceful riding comfort and smart, fleet appearance—DOUBLE-DROP FRAME, box-type, provides low-swing grace and great strength of chassis—ADVANCED PERFORMANCE from engines of greatest power and greater efficiency—MONO-PIECE STEEL BODIES, insulated, jointless and airtight, extremely strong with exceptional upholstery and other fine appointments—INTERNAL-EXPANDING HYDRAULIC BRAKES, weatherproof, positive, self-equalizing.



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SIX AND EIGHT

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NOTES AND NEWS.

Increasing Popularity of the Small Car.

BRITISH-MADE CARS.

The Cape Town-Johannesburg Union Express mail train—the most famous express running through South Africa—has been beaten—and by an Austin "Seven." Mr. Blythe Clayton in a super-charged Austin "Seven" completed the 1,000 miles between Cape Town and Johannesburg, over roads which are rough and mountainous, in 26 hours 50 minutes thereby beating the mail train by almost three hours. Although the Austin's average speed was but 37 m.p.h., this was a remarkable performance considering the distance covered, the roads traversed, and the bad weather conditions which were encountered. Frequently Malayan motorists, driving from Singapore to Penang or vice-versa, have beaten the local mail train by 12 or 14 hours!

A very interesting statement regarding British cars, recently issued by the Prime Minister of New Zealand runs as follows: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from home, but from my own experience I can say that there has been a remarkable change recently, and to-day there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products. In helping them we help ourselves."

Such distinguished encouragement is very heartening to the British motor industry and is further evidence—if such were required—of the efforts of the Right Hon. G. W. Forbes, P.C., who, it will be remembered, sent the following cablegram on the occasion of the

"unveiling" of the Hillman Wizard at the Royal Albert Hall: "New Zealand stands wherever possible for preference to British manufactures and I have learned with interest of the advent of your world model. There is a wide demand in the Dominion and in the Empire generally for adequately-powered cars suitable for local conditions, and I trust your new car, designed to meet this demand, will have every success." That the "Bay British" campaign is meeting with success in New Zealand is obvious from the import figures, which reveal that there were 6,000 fewer American car imports in 1930 than in 1929, whereas British car imports only declined by a bare 100 due to the prevailing depressed conditions common to all countries.

An interesting fact revealed by the Minister of Transport's figures of new car registrations for the six months ended April 30, is the increasing popularity of the full-sized small car. This type is represented by the Singer Junior, of which deliveries in the period formed as much as 23.9 per cent. of the registrations in the 8-h.p. class. This means that practically one of every four 8-h.p. cars was a Singer Junior, in spite of the fact that six different makes are included in the class. Deliveries of Juniors for the six months to April 30 were 21 per cent. greater than for the same period of 1929-30. The modern demand for bright and attractive colour schemes is such that the art department of a motor factory is now one of its most important sections. Every colour in the rainbow is employed, usually in dual-tone schemes, and the upholstery is blended to match. One company—the Singer—reports that 76 cars were required to display the present range, these comprising one of each model in its various standard finishes. Additionally, in every instance the upholstery and trimmings are matched to the external colour schemes. This figures gives some idea of the extent to which a

modern motor-car factory will go to meet the motorist's desire to express individuality and taste. It has frequently been stated that the small British car is "unsuitable for overseas." It is therefore interesting to hear that in New South Wales, at any rate, the type has proved itself most suitable and efficient. During the last twelve months or so one make alone—the Triumph Super Seven—has won 35 cups and trophies in open contests. Included in the trophies are the Challenge shield for the 24 hours' winter trial—the most strenuous in New South Wales—and the Wakefield trophy for 1930. The latter is offered annually for the highest aggregate score in ten trials organised by the R.A.C. Australia, and it was won by the little British car in competition with foreigners of many times the size.

The ancient city wall of Tsinanfu, capital of Shantung Province, China, has been converted into a highway to which only motor cars are admitted. Broad approaches were built at the various city gates. These have been levelled and the top of the wall provides a comfortable thoroughfare for fast-moving traffic, comparable to some of the elevated highways that have been constructed in America.

There are comparatively few motorists who realise that a plug wears out quite independently of its electrodes burning away, or its insulator fracturing. Yet this is the case as has been proved by many power tests made on engines fitted with plugs of different ages measured in length of service. When in service the insulator is exposed to intense heat, severe mechanical shock from the explosions, and the electrical pressure of resisting an electrical pressure of between 5,000 and 7,000 volts. All these factors tend to break down the electrical resistance of the insulator and promote leakage of current. This results in production of a weaker spark just as surely as though it were the coil or magnet which was at fault and it was found that the power and fuel consumption of engines was seriously affected by plugs which had been in use for the equivalent of 10,000 miles of normal road service. Interesting too, is the fact that these results were obtained with plugs of the best quality, and of a type perfectly suited to the requirements of the engines in which they were used. In cases where the plugs were of poor quality, or unsuitable type their economical life was very much shorter. It is therefore a sound practice to change plugs on a 10,000 miles basis, with the objects of obtaining better performance and actually saving money through reduced fuel consumption.—Straits Times.

ROAD TRAFFIC ACT.

Fewer Accidents.

In the House of Commons Mr. H. Morrison (Minister of Transport) said that the return of the Metropolitan Police of accidents in the first quarter of the year, which had just been issued, showed that there had been a 10 per cent. reduction in the number of fatal and non-fatal accidents.

It would be unwise to assume that that was necessarily typical of the whole country, but the general opinion was that the Road Traffic Act itself, the publication of the Highway Code, the provision of heavier penalties, and the handling of motorists, not in the spirit that they were criminals and scoundrels, but as decent people who wanted to do the right thing, had done much in producing that result. (Hear, hear.)

It was his duty to provide the mobile police with the requisite motor vehicles. He had approved of a provisional programme of 1,000 such vehicles for England and Wales and 122 for Scotland. Grants had been made in respect of 694 vehicles operated by 120 local authorities in England and Wales and sixty vehicles operated by twenty local authorities in Scotland.

SWIFT OF COVENTRY.

The London Gazette states that a petition for the winding-up of Swift of Coventry Ltd., the well-known motor-car manufacturers, was presented to the High Court of Justice on July 6 by Bovril Ltd., of Torrington Place, Gower Street, London. The petition was to be heard before the Court on July 20.



"Just look back at that mountainous grade. We flew up here with no effort at all—and passed those other cars easily."

"Yes indeed, this new Buick brings a new thrill to motoring doesn't it? When you ride in it you understand why so many thousand motorists buy on Buick's reputation alone. They have confidence in Buick."

You can't even imagine the effortless ease with which the new Buick Eight glides in high gear over hills where other cars must labour in second gear!

Its valve-in-head straight eight engine with increased horse-power—its improved synchro-mesh transmission—all help to provide a degree of luxurious and thrilling motoring you never thought possible in any car costing thousands of dollars more.

Let a ride convince you. We'll gladly call for you at your convenience.

114" Wheelbase Buick Models ... H.K.\$8,955 to H.K.\$ 7,525
116" Wheelbase Buick Models ... H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models ... H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models ... H.K.\$9,820 to H.K.\$12,295

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The
BUICK 8
The Eight with
Buick's Prestige

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG, SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Buses' Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56285.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley & Co., York Bldgs. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

EASY-TO-DRIVE.

Future of Free-Wheeling Devices.

A motorist who has been a car owner for longer than I care to remember came to me the other day with a question about free-wheeling. He had been reading "all about it" in an article in a London newspaper by a correspondent, who had suddenly become alive to the fact that there was such a thing and that it was being fitted as standard on many American cars, and he wanted to hear my views.

As a result of the publicity given to the subject during the past week or two there are no doubt many other motorists who are also wondering whether free-wheeling is to be a feature of all cars in the near future or whether it is only a passing phase in the evolution of the motor car.

At the moment it is somewhat difficult to express any definite opinion as to whether the device has come to stay, but opinion is steadily growing that changes in transmission are overdue, and that if free-wheeling is not the ultimate solution, something on very similar lines will eventually be adopted on all cars.

The free-wheel is, I am told, a British idea, but strange to say it has not yet been adopted as standard on any British car. In Britain, manufacturers, like Daimler with the "fluid fly-wheel" and Wilson self-changing gear, and Armstrong Siddeley with the Wilson gear, have been working along rather different lines to bring about radical alterations in the transmission system.

Several British engineers have brought out free-wheels, but none of them has, as yet, succeeded in persuading a manufacturer that he can rely on the device to sell more of his cars than are being sold at present.

American Makers' Attitude. In the United States, however, quite a different attitude has been adopted. First the Studebaker concern about a year ago hit upon the plan of incorporating a free-wheel

as standard on several models. The device was thought to be a good selling feature, and so it proved to be. Other manufacturers then had "to sit up and take notice." They began to feel that unless they came out with something similar they were in danger of being "left." So there has been a veritable stampede in America to equip cars with free-wheels.

The position to-day in America is that about 75 per cent. of the manufacturers are offering models with free-wheeling, either as standard or as an optional extra, costing about \$10 to \$15.

To begin with, naturally it was only on the medium and expensive models that the device was fitted, but more recently on some of the low price types it has been added. For instance, it is a feature of the new Plymouth, which sells at \$575. So far neither Ford nor Chevrolet, the two best sellers in the United States, has been equipped with free-wheeling, and it will be interesting to see whether either or both companies is compelled to follow the lead of the other manufacturers.

It is worth noting in passing that one of the mail order houses in the United States which specialises in motor equipment is marketing a free-wheel device for Ford which the owner can fit in his own garage. Needless to say, the Ford Company does not approve of this scheme.

There has been a certain amount of trouble in America over free-wheeling on account of the fact that with the free-wheel in action, it was no longer possible to make use of the braking power of the engine, but that drawback has to some extent been overcome, and besides much more powerful brakes are now being fitted to cars for which the device is a standard fitting.

No Skill Required. After driving cars fitted with several different types of free-wheels I must admit that they have a certain fascination, and I am quite ready to believe that British manufacturers will one of these days follow the example of their United States competitors. At the same time I am fully alive to the possibilities of the fluid flywheel idea working in conjunction with the

self-changing gear-box. I shall not try to forecast developments, but everything points to some form of hydraulic coupling being generally adopted, either in place of or in conjunction with a clutch of the normal type. I am certain that had the motor trade been enjoying a greater measure of prosperity, we should have seen far more ideas adopted on standard cars with a view to abolishing or substantially improving the transmission system. Simplified gear-changing was urgently wanted. The synchro-mesh idea is one solution which has certainly caught on, as it has been very extensively adopted both in Britain and abroad. There are several others, some of them in the experimental stage, others more fully developed.

It is impossible to say which type of transmission will eventually prove to be the most popular, but no one will care to deny that the day is not far distant when the amount of skill required in changing gears will be reduced to a minimum, says a Motoring Correspondent in a Home paper.

SIGNALS IGNORED.

Crane Arrested and Put in Cell.

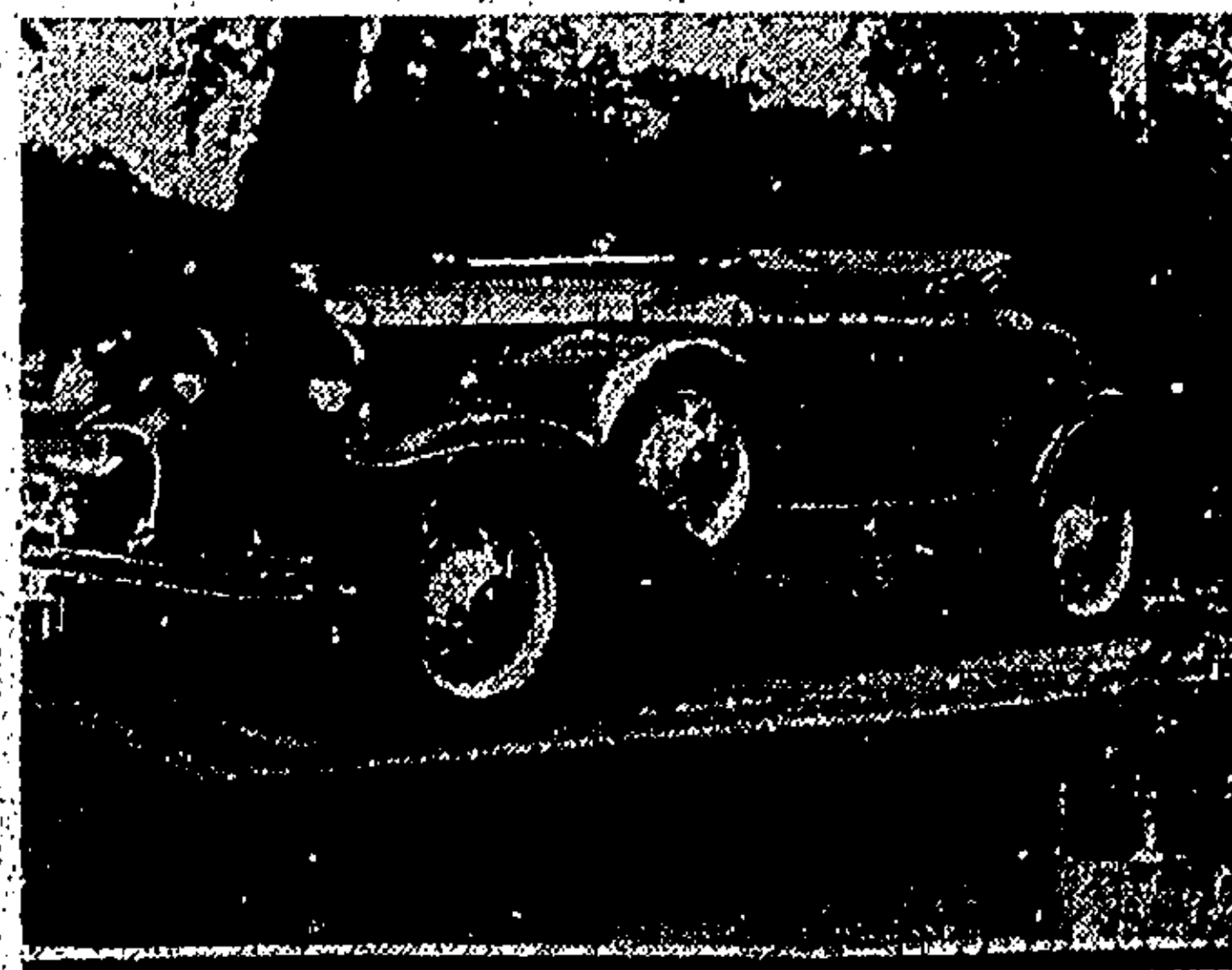
A crane on its way from Chatham to the Zoological Gardens at Oxford escaped from its van at Blackheath, ignored the police constables' traffic signals, and was arrested and placed in the cells at Blackheath Road Police station.

The traffic was held up at Blackheath Hill when the crane, with a series of long hops, crossed the road, went into South Street, then to Egerton Road, and finally got back into Blackheath Road.

It was captured only after an exciting chase through many side streets. Three policemen and a civilian eventually managed to entice it into a flour sack, in which it was taken to the police station. There it was put into one of the cells.

Soon after the van driver arrived to report the loss and the bird was duly transported to Oxford.

CHEVROLET WINS THE GOLD MEDAL



Winner of the gold medal in the Concours d' Elegance held under the auspices of the Royal Automobile Club of Egypt in Cairo. This Chevrolet de Luxe Roadster was awarded 27 out of a possible 30 points for beauty and quality.

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"Derelict"
A Paramount Picture

NEXT CHANGE
COMMENCING SUNDAY, 6th SEPT.



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EXCELLENT CUISINE. SPECIAL DISHES BY EXPERT CHEF.

WATCH THIS SPACE FOR MENU ANNOUNCEMENTS.

CURRENT SPORTING GOSSIP

WHY PLAY GOLF?

Fallacy About Golf Unchallenged.

(By Capt. A. E. Grant.)

That golf is an agreeable and admirable pastime—some, I am told, even call it a sport—that should be not only tolerated but even encouraged is one of the accepted fallacies.

This fallacy about golf has for so long passed unchallenged and has so seldom met with contradiction that to-day it is proclaimed with conviction and heard without protest.

Roots of This Error.

Let us examine the truth of this wholly uncalculated, but little suspected, mistake.

That section of society which earns sufficient money between Monday morning and Friday evening (or does not spend too much during that time) wakes up the next day with the prospect of having to enjoy itself as much as it can on the Saturday and as far as is meet on the Sunday.

This difficulty can be dealt with in several ways. Those who are rich enough spend their Saturdays in summer—whatever the boredom—in racing, and their Saturdays in winter—whatever the risk—in hunting. Some men and women find pleasure in gardening or in quiet country walks. A third school of thought, and one by no means to be scorned, lies late a-bed—till luncheon perhaps—and sits quietly on, taking pleasure in talk. The rest play golf.

Why? And why again? These poor fellows (I allude to the rest) will pour forth when provoked—or even unasked—an endless stream of excuse, and protest that it is good for their health and their purse. They even maintain that they enjoy this fantastic game, in which no blood is shed and only money is lost.

Healthy and Cheap.

It is hard to understand this peculiar idea that a means of passing the day which, for the sake of argument, may be healthy and cheap, is consequently a game which all men should enjoy. Admitted that several hours of intermittent walking, probably in a hurricane of wind, possibly in a down-pour of rain, are a healthy tonic for middle-aged men who have spent the week in a comfortably furnished office; admitted that the membership of a golf club, the purchase of the necessary implements and the customary fees paid for greens, and caddies, and all the rest of those who get fees, are cheaper than the keep of two good horses and the subscription to a pack of hounds; admitted, then, that this so-called game is healthy and cheap, why, for that reason alone is any consequent enjoyment involved?

It is yet another sign of these penniless days that men must profess to enjoy what is cheap, because it is cheap, and ignore anything else. Far be it from me to blame this wise conduct, or sneer at those men who make the best of bad times—and even bad games. By all means take the rough with the smooth, accept cheerfully the gifts of Heaven, proclaim the world good—but there are limits. Do not class golf with the smooth, do not say that it is Heaven-sent, do not call it a genuine game. That is going too far.

True it is, perhaps, that there are men who acquire from golf some curious state of mind which at moments they believe to be happiness, and which at times (though not at all times) they imagine to be content. And so these men say, "Look at us, our health so robust, our pleasure so cheap, our peace so profound; golf must be a good game."

Looking Smug.

One more flaw in an argument founded on error and built on illogical ground. It might as justly be said, "Look at those cannibals in that cage; what splendid physique, how they dote on their food (it costs next to nothing, you know); how 'well' and contented they look; yes, cannibal diet is the thing," writes Capt. A. E. Grant in The Evening Standard.

Looking smug, feeling smug as

EVERTON GOING GREAT GUNS.

POMPEY DEFEATED.

Fulham Register An Away Win.

CELTIC UNBEATEN.

London, Yesterday.

The following were the results of yesterday's Home League football programmes as cabled by Reuters:—

ENGLISH LEAGUE.

First Division.
Birmingham 4 Newcastle Un 1
Derby C. 2 Manchester C. 1
Liverpool 2 Bolton W. 2
Preston 0 Everton 3
Sunderland 2 West Brom. A. 1

Second Division.
Bristol C. 3 Notts City 2
Manchester U. 2 Southampton 3

Third Division (South).
Exeter C. 0 Fulham 3
Gillingham 1 Reading 1
Swindon T. 4 Watford 1
Torquay Un. 1 Bournemouth 1

Third Division (North).
Accrington S. 5 Carlisle Un. 3
Darlington 0 Barrow 2
Wigan Boro. 3 Hull C. 1
Wrexham 1 Chester 1
York C. 1 Southport 2

SCOTTISH LEAGUE.

First Division.
Aberdeen 1 Leith Ath. 0
Dundee 2 Ayr Un. 2
Falkirk 1 Rangers 2
Kilmarnock 1 Morton 0
Partick T. 5 Cowdenbeath 1
Third Lanark 3 Celtic 3

Table to Date.

	P	W	D	L	F	A	Pts.
Rangers	7	6	0	1	21	8	12
Kilmarnock	7	6	0	1	16	8	12
Celtic	7	5	2	0	26	7	12
Motherwell	7	5	1	1	18	7	11
Third Lanark	6	4	1	1	14	9	9
Aberdeen	6	4	1	1	9	9	9
Partick T.	7	4	1	2	15	9	9
Hearts	7	4	0	3	9	7	8
Clyde	6	3	0	3	9	9	6
St. Mirren	7	3	0	4	8	13	6
Hamilton A.	7	2	3	2	16	13	6
Cowdenbeath	6	2	2	2	12	10	6
Dundee	6	2	1	3	12	15	5
Falkirk	6	1	3	2	10	12	5
Airdrieonians	8	2	1	5	15	20	5
Dundee Un.	7	2	0	5	12	19	4
Morton	6	1	1	4	9	11	3
Leith Ath.	6	1	1	4	9	13	3
Ayr Un.	7	0	2	5	8	19	2
Queen's Park	7	0	1	6	1	21	1

TO-DAY'S MATCHES.

ENGLISH LEAGUE.

Third Division (South).
Thames v. Brentford

HELEN JACOBS HUMILIATED.



Seabright, New Jersey, August 1.
Mrs. Helen Moody beat her fellow Californian, Miss Helen Jacobs, 6-0, 6-0, in the final round of the Seabright tennis tournament to-day.

In this photograph, Mrs. Wills Moody is seen on the right of Senorita d'Alvarez, another tennis star in the ladies' tournaments.

a consequence, is surely no reason in favour of golf. Nor can it be argued that golfers have charm for the rest of the world. Those maddened golfers with whom I have often been doomed to spend week-ends arrive late for lunch and then bore other people with long, tiresome tales of bad luck or with highly improbable boasts.

Every man has his dreams of the future, of his own Promised Land,

every man has his nightmare of Hell. Some of us, who imagine too well (or too wisely, perhaps), combine both eventual worlds. I dream of a Paradise where the elect (that is to say, my friends and myself, and perhaps a few others) will hunt and shoot, and eat and drink, and make love, and not sing; and read and write, and talk a great deal. The rest will play golf.

FIELD OF ELEVEN FOR ST. LEGER.

Take My Word Entered But Later Scratched.

FINAL ACCEPTANCES.

London, Yesterday.

The following are the final acceptances for the St. Leger which will be decided on Wednesday, September 9:—

Birthday Book
Goyecan
Suze
Convoy
Salaam
Cameronian
Kharsheed
Sandwich
Orpen
Inglesant
Sir Andrew
Take My Word.

Take My Word was subsequently scratched from the race.—Reuter.

Our Sports Diary.

LOCAL.

HOCKEY—Saturday—Third Y.M.C.A. Trial.
PING PONG—To-day—Singles Championship—Li Tat-ling v. Mok Hing-wood at Empress Hotel.
Saturday—Singles Championship—Siu Siu-kow v. Wong Hing-ming at Empress Hotel.
L.A.W.N. BOWLS—Saturday—First Division—Civil Service C.C. v. Craigengower C.C.; Second Division—H.K. Electric R.C. v. Club de Recreo, Kowloon C.C. v. Tai-koo R.C.; Yacht Club v. Craigengower C.C.
FOOTBALL—Tuesday—H.K.F.A. Council Meeting at 5.30 p.m.

ABROAD.

CRICKET—To-day and Tomorrow—Gentlemen of England v. New Zealand at Eastbourne.
Yorkshire v. M.C.C. at Scarborough, Monday and Tuesday.
An England XI v. New Zealand at Folkestone.
Gentlemen v. Players at Scarborough.
GOLF—To-day to Saturday—U.S. Amateur Championship at Beverly County Club.
Thursday and Friday—Welsh Closed Amateur Championship at Aberdovey.
Saturday—Ireland v. Scotland.
RACING—To-morrow—King Ed. ward Handicap.
FOOTBALL—Saturday—Full English and Scottish Programmes.
MOTORING—Sunday—Italian Grand Prix.
ATHLETICS—Sunday—France v. Germany in Paris.

STAR

TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20, & 9.20.

THE 13th CHAIR

Tod BROWNING'S production with Conrad Nagel Leila Hyams Margaret Wycherly

ALL-TALKING ALL-THRILLING!



BAYARD VEILLER'S celebrated mystery play, which ran a solid year on Broadway, has now been brought to the screen by the acknowledged thrill director of them all, Tod Browning.

Broadway's greatest thriller now the screen's greatest mystery story.



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DOLORES COSTELLO in NOAH'S ARK

With **GEORGE O'BRIEN**

A WARNER BROS. PRODUCTION





SPECIAL VALUE

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**MEN'S
LIGHT-WEIGHT
RAINCOATS**
\$21.00

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Men's Wear Stylists.

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For Naval, Military and Civilian Wear.



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STRAW HATS.

Prices moderate. Inspection invited.

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155-156, Des Voeux Road, Central.

WHERE THE MONEY GOES.

More Supplementary Votes Required.

SALARIES AND EXCHANGE.

In addition to those detailed in our last issue, the following Supplementary Votes will be considered by the Finance Committee to-day:—
Volunteer Defence Corps.—Personal Emoluments. Difference of Salary for one Storeman, \$115.
Provision made in Estimates, \$32,100.

The work of storeman was up to May 18 done by a Regular soldier to whom an allowance of \$365 per annum was granted. The War Office have now ruled that the employment of a Regular soldier as full time, storeman to the Local Defence Force cannot be approved and the man has consequently been withdrawn. His place has been filled by the appointment of a storeman on a salary of \$550 per annum. The sum now required represents the difference between the two rates of pay for the period May 19 to December 31, viz. \$115.

Medical Department.

Medical Department.—Microscope for Bacteriological Institute, \$50.

Provision made in Estimates, \$750.

Owing to the difference between the exchange rate at the time of preparing the estimate and the present exchange rate, the provision made in Estimates is now found to be insufficient. A further sum of \$50 is required. The microscope cost £37.05 at 11 3/16—\$794.19 the balance being for local landing charges.

The above is to be met from savings under anti-flood work.

Police Force.

Police Force.—Rent of Police Married Quarters, \$250.

Provision made in Estimates, \$6,000.

Provision made by Supplementary Vote, \$340.

It is requested that a further Supplementary Vote for \$250 be approved to pay rent (at \$125 per month each flat) for two flats on Morrison Hill Road for the month of December, 1931.

The flats are required to accommodate married Police Officers.

Post Office.

Senior Clerical and Accounting Staff.—Personal Emoluments, \$6,880.74.

Provision made in Estimates, \$334,113.

The Secretary of State for the Colonies has approved that the Accountant and Superintendent, Money Order Office, General Post Office, should revert to sterling scale of Salary at rate of £700 per annum as from January 1, 1930. The amount due to each officer for the period, January 1, 1930 to April 30, 1931 is £893.28 less

Sterling equivalent of salary drawn at \$8,000 per annum for the same period converted at varying rates of exchange . . . 681.17

Difference . . . £212.11

covered at exchange 11 5/16d. = \$4,498.82

From above is deducted High Cost of Living drawn January 1 to June, 1930 . . . \$852.00

Rent Allowance overpaid January, 1930 to April 30, 1931 . . . 206.45

1,058.45

Balance due to each officer \$3,440.37

These officers were paid on dollar basis from January, 1930, to April, 1931, pending approval of the Secretary of State for the Colonies to their reversal to sterling scale.

A Supplementary Vote of \$6,880.74 is therefore required.

Railway Emoluments.

Kowloon-Canton Railway.—Personal Emoluments, \$1,168.

Provision made in Estimates, \$362,776.

Provision made by Supplementary Votes, \$9,832.

The Secretary of State for the Colonies has approved of the grant of a salary to Mr. W. S. Cuff, Traffic Inspector, of £420 per annum as from January 1, 1931.

Provision in the current estimates was made at the old scale viz. \$590 p.a. from January 1 to March 13, 1931 and £405 p.a. from March 14 to December 31, 1931, at exchange 1/4.

A supplementary vote of \$1,168 is therefore required.

Medical Department.

Medical Department.—Medicines, surgical appliances and Instruments, \$10,000.

Provision made in Estimates, \$60,000.

Owing to the fall in exchange the cost in local currency of stores already ordered exceeded the estimate by \$14,584.96 thereby exhausting the vote.

It is estimated that a further sum of \$10,000 will be necessary to cover the cost of stores required up to the end of 1931.

The above is to be met from savings under Provisions for patients.

Flood Relief.

Charitable Services.—Grant in aid Flood Relief Fund, \$20,000.

With the approval of the Secretary of State and the Finance Committee of the Legislative Council, Government has donated a sum of \$20,000 to the Tung Wah Hospital to be used for relief work in the Liang Kwang Provinces where great distress has occurred as the result of the floods.

A formal vote is now required.

Kowloon Circus.

Public Works Extraordinary.—Kowloon General Works, Miscellaneous: Provision of 2 covered ways at Traffic Circus, Trim Tsa Tsui, \$3,000.

Provision made in Estimates, \$5,000.

In order to provide weather protection to the general public in connection with the traffic improvements at the traffic circus, Tsim Tsa Tsui, it is proposed to provide the following covered ways namely:—

(a) Ferry Wharf to Tax Stand \$1,800

(b) Ferry Wharf to Public Pier 1,200

Total estimated cost \$3,000

The above is to be met from savings under Kowloon British School site.

Mongkok Ferry Pier.

Public Works Extraordinary.—Mongkok Tsui Ferry Pier. To complete construction, \$8,088.

Provision made in Estimates \$15,000

Original Estimate \$135,317

Revised Estimate \$141,883

Work completed to 31.12.29 \$20,217

Work completed to 31.12.30 98,578

Provision made in 1931 15,000

Provision to be made in 1932 nil

133,795

Amount now required to complete \$ 8,088

Amount under-estimated due to increased cost of materials \$6,566

Balance unexpended not provided in 1931 Estimates, now requested for re-vote 1,522

\$5,000 of the above is to be met from savings under head 31, sub-head 76.

Shamshulpo Ferry Pier.

Public Works Extraordinary.—Shamshulpo Ferry Pier. To complete work, \$7,812.

Provision made in Estimates \$15,000

Original Estimate \$135,167

Revised Estimate \$135,781

Work completed to 31.12.29 \$15,770

Work completed to 31.12.30 97,699

Provision made in 1931 15,000

Provision to be made in 1932 nil

128,469

Amount now required to complete \$ 7,812

Amount under-estimated due to increased cost of materials 603

Balance unexpended not provided in 1931 Estimates, now requested for re-vote \$ 7,099

\$5,000 of the above is to be met from savings under head 31, sub-head 76.

Volunteer Adjutant.

Volunteer Defence Corps.—Personal Emoluments, Allowance and Refund of Pay, \$2,708.

Provision made in Estimates, \$32,100.

Provision made by Supplementary Vote, \$115.

Major R. A. Wolfe-Murray (late Adjutant H.K.V.D.C.) was granted full pay leave from March 1, 1930, to July 16, 1930, on the termination of his agreement.

On the expiration of his leave he was found to be unfit for service and granted sick leave until September 22, 1930, when he was pronounced fit by a Medical Board and restored to the establishment of the British Army. During the period of sick leave he was entitled to pay and allowances at British Army rates and under the terms of his secondment to Hong Kong his emoluments became a charge on Hong Kong Government funds.

The War Office did not claim reimbursement until the current year and there is no provision in the Estimates for this unforeseen expenditure detailed below:—

Pay: 19.7.30 to 21.9.30 £95.63 at 11 3/16—\$2,045.14.

Allowances: 19.7.30 to 21.9.30 £31.84 at 11 3/16—\$662.86.

Vaccination.

Sanitary Department.—Bonuses to Dispensary Licentiate and Clerks for Vaccination of Children &c., \$1,200.

Provision made in Estimates, \$2,500.

More vaccinations have been done and more births have been registered in Chinese Public Dispensaries in the first seven months of 1931 than was anticipated.

January to July, 1931—Vaccinations 8,721—Births 5,396.

January to July, 1931—Vaccinations 6,388—Births 4,647.

Increase over 1930—Vaccinations 2,333—Births 749.

It is anticipated that an additional sum of \$1,200 will prove sufficient for the remainder of this year.

The above is to be met from savings under 2 Motor Cars and 2 Motor Vans.

Broadcast Transmitters.

Public Works Department.—Other charges, Special Expenditure.—Purchase of Broadcast Transmitters, \$57,960.

Original Estimates vide Finance Message No. 6, Item 69 of 1930 \$50,000

Revised Estimate \$57,960

Expenditure to 31.12.30 nil

Provision made in 1931 nil

Amount required to complete \$57,960

Amount under-estimated and due to fall in exchange \$35,500

Balance unexpended not provided for in 1931 Estimates now requested for re-vote 50,000

Amount required to complete the necessary induction Equipment in connection therewith 1,080

Amount required for equalling network in connection therewith 1,380

\$87,960

Sanitary Inspectors.

Sanitary Department.—Rent of Quarters for Inspectors and Sanitary Offices, \$650.

Provision made in Estimates, \$1,010.

Owing to the demolition of the Inspector's Quarters and Office at Kowloon City Old Blind Home, a ground floor at K.L.L. 1901 has been taken at \$50 per month from July 1. Opportunity was taken at the same time to rent the top floor of the same house on a five years' lease from 1.6.31 at a monthly rental of \$50 as quarters for two unmarried Inspectors for whom lodging allowance would otherwise have to be provided.

The above is to be met from savings under 2 Motor Cars and 2 Motor Vans.

Coolies' Quarters.

Sanitary Department.—Rent of Quarters for Scavenging Coolies, \$221.

Provision made in Estimates, \$3,652.

The rent of scavenging coolies quarters at 81, Castle Peak Road has been raised by \$4 per month as from 1.3.31. Owing to the demolition of the Old Blind Home in Kowloon City, it has been necessary to find other accommodation for 38 scavenging coolies. This necessitated a general rearrangement of coolies' quarters in Kowloon and the opportunity was taken to move out of the dilapidated and unsatisfactory premises in Tai Kok Tsui. The figure \$221 represents the total sum required to supplement this sub-head for the current year.

The above is to be met from savings under 2 Motor Cars and 2 Motor Vans.

Continued on Page 10.

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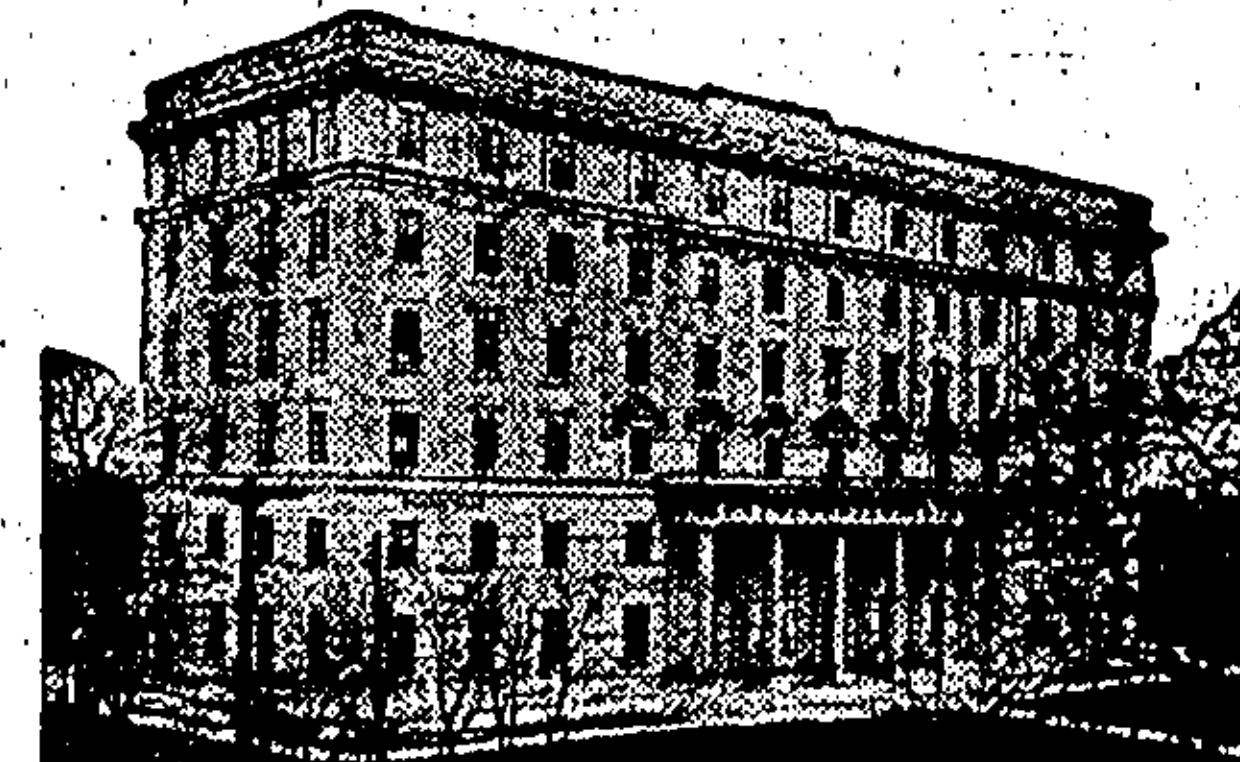
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WHITEAWAYS

The China Mail

Hong Kong, Thursday, Sept. 3, 1931.

Crime in the Colony.

As usual the annual report of the Inspector-General of Police sheds a good deal of light on the work of the Police Department and renders superfluous the hackneyed query: "Where are the Police?" Every page of the report for 1930, just issued, shows that our Force is by no means a dormant one and that it merits to the full the encomiums showered on it on the occasion of each annual inspection. The very nature of their duties makes the members of the Force the object of public criticism, not always of a kindly or constructive type; but the wonder is, looking to the easy facilities for the influx of criminally inclined Chinese, that not only have we a fine record to show in regard to law and order but the degree of protection given to peaceable citizens is well above the average obtaining in certain other cities in the Orient.

It is unfortunate, of course, that there was an increase of 5.8 per cent. in serious crime last year as compared with 1929, besides an increase of 17.9 per cent. in minor crime. That naturally cannot be laid at the door of the Police. In times of depression there is ever a tendency for crime to increase not merely in Oriental countries but in Western countries as well. With the phenomenal rise in the cost of living, the poorer classes have become less poor and the temptation to resort to crooked ways has increased in ratio. This is a phase of community life outside the ambit of any Police Department, no matter how well equipped it may be for its task of preventing crime and punishing criminals. Things in the Colony during last year, when the effects of the slump in the dollar made themselves felt among all sections of wage earners, might easily have been much worse.

It is gratifying to learn from the report that armed robberies showed last year a welcome de-

crease of 55 cases which the Inspector-General of Police rightly states may be considered eminently satisfactory. Likewise great cause for satisfaction is afforded by the disclosure that, following the murder of a member of the Police Anti-Communist Squad in December, an important Communist organisation within the Colony has been definitely suppressed for the time being. Earlier last year, it may be recalled, a serious effort at interference in industrial matters by Communists was made in connection with a strike of 600 female workers in a tobacco factory. A meeting was broken up by the Police and the leaders, all Communists, were convicted and subsequently deported. On this phase of their work during last year the Police Force deserve the grateful thanks of the entire community!

Mail Commentary.

Diagnosis of Cancer.

The London Hospital Research Committee find that the claims advanced for a test of Dr. Bendien's cancer diagnosis cannot be justified. The following statement was made on July 27 by the British Empire Cancer Campaign:

On learning of the claim by Dr. Bendien, of Zeist, Holland, that he had discovered a method of diagnosing cancer by examination of the blood, the British Empire Cancer Campaign, following its regular procedure, instituted inquiries. As a result it was decided in agreement with Dr. Bendien to put the matter to a test. Samples of blood were taken from 38 persons, some cancerous (as determined by microscopic examination). These samples of blood were taken in London by a physician on the staff of a large London hospital and the test-tubes containing the samples were numbered. The numbers and corresponding diagnoses were entered on a sheet of paper and placed in a sealed envelope. The samples of blood and the sealed envelopes were then conveyed by Dr. Piney, scientific secretary of the investigation committee of the campaign, to Dr. Bendien's laboratory. Dr. Piney himself was unaware of the diagnoses and was present throughout the entire test.

Twenty-one specimens were tested—five were taken from cancerous patients, two from normal people and fourteen from patients with other diseases. Dr. Bendien correctly diagnosed the five specimens known to be from cancerous patients and the two taken from

normal individuals. In addition he diagnosed one of the remainder as cancerous. Further investigation of this case in London has proved that his diagnosis was also correct in this case.

The above is a short statement of the facts, but the British Empire Cancer Campaign feels it necessary in the public interest to make the following comments:

1. The discovery of Dr. Bendien appears to mark definite advance in cancer research in respect of the aid it brings to diagnosis of cancer, but some time must elapse before the full value of the method can be obtained.

2. It is important to lay emphasis on the fact that this blood test is for diagnosis and for diagnosis alone.

Ambulance Work.

In his capacity as Chief Officer of the Fire Brigade the Hon. Mr. E. D. C. Wolfe says that in 1930, the ambulances attended to 1,730 police cases and 1,379 private cases, a total of 3,109 cases, for which they covered a distance of 26,391 miles.

The work of the Motor Ambulance Service attached to the Fire Brigade continues to increase as the figures in the Superintendent's report show. The cases attended by the Brigade Ambulances show an increase of 400 as compared with 1929, and this in spite of the fact that the Tung Wa Hospital had an ambulance of their own running during the whole year and a second one during the latter part of 1930. By arrangement their Ambulance was also made available for Brigade use in the event of calls being received when all Brigade appliances were out. Thanks to the assistance and active co-operation of the St. John Ambulance Brigade their Motor Ambulance was placed at the disposal of the Brigade at a time when serious difficulties would have arisen had there been no spare ambulance available.

The large Brigade Ambulance met with an unfortunate accident which put it out of commission for a considerable time but thanks to the St. John Ambulance Brigade who generously placed their Ambulance at the disposal of the Fire Brigade the Ambulance service was carried on with a full complement of machines throughout the year.

By using the St. John Brigade Ambulance it was also possible to overhaul all the Brigade Ambulances. This additional ambulance was at the disposal of the Fire Brigade for a period totalling six months during the year. The thanks of the Government no less than the public are due to the St. John Ambulance Brigade and the Tung Wa Hospital Authorities for their public spirit and generosity.

It is hoped to secure even closer co-operation and more complete co-ordination of the various motor Ambulance Services in the Colony in the near future.

News in Brief.

Two Chinese cases of typhoid fever were notified yesterday.

The lowest open air temperature yesterday was 78 degrees. The humidity was 87 at 10 a.m. and 90 at 4 p.m.

The P.W.D. annual report records that during 1930 Broadway Road to Caroline Hill Road was widened and surfaced to admit of motor traffic.

A standard length of 100 feet has been measured for local reference, according to the annual report of the P.W.D. It is marked by two brass bolts under the north portico of the Supreme Court.

The highest temperature registered at the Observatory during August was 94 degrees. The temperature reached 90 degrees and over on nine days, 94 on the 25th, 95 on the 24th, 92 on the 10th, 91 on the 8th and 26th and 90 on the 7th, 11th, 22nd and 23rd. The minimum temperature was registered, on the first of the month—75 degrees.

The completion by the Great Western Railway of their system of automatic train control has resulted in over 2,000 miles of track and 600 engines being equipped at a cost of £250,000, with a system which gives audible warning to the driver of the state of the signals. This method, in addition to its merits as a safety device, will lead to speeding up of night freight trains, and is described as one of the greatest developments in British railway operating methods, says a British Wireless message.

The total output of the Kailan Mining Administration's mines for the week ended August 15 amounted to 99,478 metric tons, and the sales to 79,431 metric tons.

The French Government have communicated to London a copy of the Note addressed to the Italian Government regarding the naval limitation proposals. Its contents are under examination, says a British Wireless cable.

Chan Lui (13), a schoolboy, living at 180, Lockhart Road, has been sent to the Government Civil Hospital for examination. He had been beaten with a feather duster by his elder brother, for disobeying his mother, it is alleged.

Hundreds of thousands of sight-seers paraded London on Tuesday night to admire the flood lighting effects on prominent buildings, arranged in honour of the International Illumination Congress, says a British Wireless message.

Owing to the absence of Mr. T. S. Whyte-Smith (Assistant Crown Solicitor), the hearing of the charges of fraud against Leo Guimaraes and Kong Sze-yik was adjourned by Mr. Williams at the Central Police Court yesterday until this afternoon.

According to the P.W.D. annual report, the city of Victoria has approximately 71 miles of roads, and the "suburbs" a further 90 miles. Kowloon has 35 miles of road, New Kowloon 83 miles and the New Territories about 80 miles. The grand total is 369 miles.

The conclusion of an agreement settling the dispute between the Vatican and the Italian Government is officially announced. The quarrel arose from the banning of the Catholic Action Party by the Italian Government in May, says a Reuter message from Rome.

Losses amounting to hundreds of thousands of pounds sterling will be incurred by Lloyd's underwriters as a result of the announcement by officials of the Continental Illinois Bank that a veteran employee has confessed to embezzling "a substantial but undetermined sum" from the bank's bond department. One estimate makes the defalcations \$83,000,000. The fidelity of the bank's employees is guaranteed under a policy placed with Lloyd's, says a Reuter message from Chicago.

THEIR FIRST ELECTION.

Women To Vote In South Africa.

South African women will be voting for the first time in the by-election rendered necessary by the death of Mr. Emile Nathan, K.C., a member of the South African party, who represented one of the Johannesburg constituencies in the Union Parliament.

The election is expected to be held at the end of the year. It was not until last year that the Union Parliament passed a bill enfranchising all European women in the Union.

There have been two main reasons for this delay. First, the matter has been complicated by the native vote in the Cape. Secondly, the franchise qualifications differed considerably in the four provinces. Attempts to accommodate a Women's Enfranchisement Bill to the cross-play of these factors failed repeatedly until last year.

A FAMOUS CLOUD.

The "Tablecloth" that occasionally covers the flat top of Table Mountain, in South Africa, is probably the most famous individual cloud in the world, having been described in numerous books of travel since the latter part of the seventeenth century. It consists of a dense cloud-sheet, formed when warm moisture-bearing winds are forced up the steep slope of the mountain, especially in Summer. The cloud often pours over the brow of the mountain like a mighty cataract, and is dissolved as the wind is warmed by compression in descending to a lower level. The effects produced by this rolling mass of vapour are sometimes indescribably grand, and the phenomenon is all the more striking because a perfectly clear sky generally prevails over the surrounding country while the Tablecloth spreads over the mountain—Charles Fitzhugh Talmay, in The Realm of the Air.

MORTGAGE CLAIM IN COURT.

Bank Given Possession of Property.

DEFAULTING CLIENT.

In the Supreme Court this morning, the Chief Justice, Sir Joseph Kemp, K.C., heard an ex parte action brought by the P. and O. Banking Corporation, of Princes Buildings, against Wong Kan-wing, c/o the Lee On vintner, 369, Reclamation Street, Mongkoktsui, for possession of certain property known as New Kowloon Inland Lot No. 60, situated at Cheung Sha Wan, which was assigned under a deed of mortgage in December, 1928, as security for a loan of \$25,000, with interest thereon at 7 per cent. per annum.

Mr. H. G. Gledhill, who appeared for plaintiffs, (instructed by Messrs. Johnson, Stokes and Master), said that they had demanded payment of the principal sum, which had not been repaid. The man Wong still remained in possession of the property, although both plaintiffs and their solicitors had written to him demanding possession.

Demand had also been made for payment of interest. No interest had ever been paid at all, and was now 17 months in arrears. An order was given by the Court in June last to proceed ex parte in the action.

Mr. W. G. Lorimer, accountant of the P. and O. Banking Corporation, gave evidence as to the mortgage of the property for \$25,000, with interest at 7 per cent. per annum. No interest had ever been paid. On March 27, 1930, some of the property was sold, the balance owing to the Bank being about \$14,000. No reply had been received to letters demanding possession.

His Lordship made the order for possession, and granted plaintiff costs of the action.

SEQUEL TO JUNE ROBBERY.

The residence of Captain and Mrs. Krogh-Moe, at 18 Peak Mansions, was entered during the last week-end in June by burglars who stole jewellery from Mr. Krogh-Moe's bedroom to the total value of \$4,115. In a report to the Police, Mrs. Krogh-Moe cast suspicion on a Chinese house "boy" who was alleged to have absconded.

Since that day the Police have made investigations, and a sequel this morning was the appearance before Mr. Williams in the Central Police Court of Tam Hok-kam (34), alias Tam Shing, male, unemployed, and Yee Foo (37) married woman. The former is charged with the larceny of jewellery to the value of \$3,360 (recovered) while the woman is charged with unlawful receiving of the property.

Det. Sergeant MacDonald applied for 48 hours' remand, which was granted.

SUDDEN TEMPTATION.

A Chinese youth, the son of a well-known Shekhi merchant, was charged before Mr. Williams this morning with the theft of a box containing clothing to the total value of \$200, the property of a trader.

Detective-Sergeant D. Fitches informed the Court that the box had been left by the trader during his absence in the Hon San Imports & Exports' godown, Des Voeux Road. It appears that the defendant and another man stole the box between them. When stopped in the street by a Chinese constable one man bolted. Defendant elected to take all responsibility in the matter, and stated that he yielded to a sudden temptation.

Defendant was fined \$300 or three months' hard labour. A friend of defendant's father undertook to have the youth taken back to his parents in the country.

Ten Years Ago.

(From the "China Mail" of September 3, 1921.)

To-day's dollar is worth 2/8.

Sir:—In connection with the proposed sale of Trumpet Island, I should like to ask two questions. Firstly, Trumpet Island Chinese territory? And secondly, arising out of that, if the answer is in the affirmative, has the Chinese Government given its consent to the sale? In my opinion there is something to be explained about the whole matter.

KAN TU SZE.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"DERELICT."

Invited to take a camera-test tryout by Paramount, Jessie Royce Landis, young and accomplished stage actress, known as stage star of the first magnitude in New York, Boston, Philadelphia, Rochester, Detroit, Chicago and Denver, left stardom for an important screen assignment, as leading woman with George Bancroft, in that star's spectacular sea picture, "Derelict," which is now showing at the King's Theatre.

Miss Landis, a Chicago girl, is a product of the Chicago Conservatory and of a stock company in Evanston, Ill. She made her first Broadway appearance in Adolph Klauer's production, "Wings of Chance," and followed with the Bonstelle Players in Detroit, with Otis Skinner on tour in "The Honour of the Family," with Laurette Taylor in two productions, with Ian Keith in "The Command Performance," in "Stripped" with Atwell.

After a short season with the Cukor-Kondolf company at Rochester, she went with Richard Bennett in his new play, "Solid South," which opened on Broadway this season. Miss Landis rejoined the cast of "Solid South," following her picture engagements, of which her part in Bancroft's "Derelict" was the first.

In "Derelict," Miss Landis joined a cast of veteran screen players, headed by Bancroft, star of "The Mighty," "Ladies Love Brutes," "Wolf of Wall Street," and William Boyd, recently seen with Gary Cooper in "The Spoilers." Rowland V. Lee, director of this Bancroft picture, says the action of this sea-going melodrama called for more courage and acting ability on the part of Miss Landis than any other picture produced within the last two years would have required.

"KING OF JAZZ."

Just as Paul Whiteman himself stands supreme in the world of

music, so his first starring picture, Universal's "King of Jazz," which has a return engagement at the Central Theatre, stands supreme in the world of entertainment.

It is without doubt the most tuneful, the most prodigal, the most uniformly magnificent production which has ever reached the screen.

This colossal revue is an all-Movietone and all-Technicolor medley of inspiring spectacle, bewitching melody, matchless dancing, clever specialities and hilarious comedy. And in all of these its excellence is unsurpassed.

If any particular features of so great an achievement as "King of Jazz" can be segregated for special praise, then those features must be the truly marvelous music reproduction, the conception and direction of the spectacle numbers, notably the "Melting Pot," the gorgeous dancing by the Russell Markert dancers throughout the picture, and the featured numbers of John Boles and Jeanette Loff.

Boles' splendid voice has already made him one of the most popular singing stars on the screen, but the combination of his beautiful baritone and Whiteman's music in such songs as "It Happened in Monterey" and "The Song of the Dawn" is superb. These numbers both are sung in beautiful settings, adding tremendously to the inspiring romanticism of both Boles' personality and his voice. Besides these two, there are almost innumerable other song hits.

Jeanette Loff is so beautiful and so talented that even in "King of Jazz" her presence is outstanding. She obviously is destined to become one of the reigning stars of the sound screen.

There are in all, eight musical spectacle numbers whose grandeur sweep everything before them. Between these are the specialities and comedy blackouts, in which glitter a galaxy of names long famous on the screen, on the stage, in vaudeville lights and in the most celebrated night clubs.

John Murray Anderson, long known as one of the three most celebrated stage producers in America, cannot be too highly commended both for the breadth of his conception in creating "King of Jazz" and for his selection of the marvellous array of talent who ap-

pear in it. Directing his first picture, he has unquestionably set an entirely new standard of entertainment for the motion picture world.

"MEN CALL IT LOVE."

Believe it or not—Adolphe Menjou never carries a cane.

To be sure you see him jauntily swinging a walking stick in screen portrayals but the debonair man-about-town of the films never wears one in private life.

"The only canes I own were either given to me or purchased for screen roles," he explained. "The only time I ever used one was when I sprained my ankle."

Edgar Selwyn directed "Men Call It Love," Menjou's new Metro-Goldwyn-Mayer feature, which is now being screened at the Queen's Theatre, the first film in which the suave actor doesn't carry a cane.

"KICK IN."

Four former film directors are seen in the supporting cast of Clara Bow's new, dramatic picture, "Kick In," which will show at the King's Theatre next. They are Donald and Donald Mackenzie, all retired from active directing by choice, all electing the less exacting and confining careers before the cameras.

In "Kick In," Clara Bow makes her bow to the American public as a dramatic star, in a role entirely different than the well-known "It" roles for which she is most famous. The cast of "Kick In" was selected with care to assure the proper projection of Clara's full-blooded, tensely-emotional characterisation being sustained in every part.

Crisp, an Oxford graduate and a native of London, directed for Paramount for five years, guiding the screen destinies of such players as Wallace Reid, Theodore Roberts and stars contemporary with them. He was D. W. Griffith's assistant during the filming of "Birth of a Nation." As an actor, he won his greatest fame in "Broken Blossoms."

Paul Hurst started his stage career with a San Francisco stock company. In 1925 he became a film director for Vitaphone, later directing for Metro, Inc. and many independents. Recently he has been

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre: "Derelict."
To-day—Queen's Theatre: "Men Call It Love."
To-day—Central Theatre: "King of Jazz."
To-day—Majestic Theatre: "Noah's Ark."
To-day—Star Theatre: "The 13th Chair."

Sports.

See Sports Diary on Page 4.

Home Mails.

To-morrow—Outward for Europe via Suez (Hakozaki Maru), 6 p.m.

Land Sales.
September 8—At P.W.D. Offices, three lots of Crown land, 3 p.m.

Lammer's Auctions.

To-morrow—At Ahmed Din's store, Kowloon, gentlemen's wear, 10 a.m.
September 9—At Sales Room, household furniture, 2.30 p.m.

Miscellaneous.

To-morrow—Philharmonic Chorus Rehearsals, 8.45 p.m.
To-morrow—Reception for Miss Marijon Hewlett, Helena May Institute, 11.30 a.m.

one of the most active character heavies and "old school detectives" on the screen.

Wade Boteler, the third ex-director in "Kick In," once stage-director for the American Academy of Dramatic Art. During the war, he was active in producing and directing entertainment for soldiers and, afterwards, he played, wrote and directed Douglas MacLean comedies. He also directed for several independent companies.

Mackenzie is one of the true old-timers of the screen. At one time he was one of its most famous directors. He left the stage for the films in 1908, and five years later was directing for Pathe. "The Perils of Palmyra" was directed by him. Of late years, he has been active as an actor.

"UP POPS THE DEVIL"

A trio that gained triple honours for comedy and romance in "It Pays to Advertise" are seen currently in another Paramount comedy-romance, commencing its engagement to-morrow at the Central Theatre.

They are Skeets Gallagher, Carole Lombard and Norman Foster, and the name of their newest picture is "Up Pops the Devil."

Although "Up Pops the Devil" portrays an entirely different phase of modern life than that disclosed in "It Pays to Advertise," the roles are, in their essential points, the same. Foster is the young man in love. Miss Lombard is the girl he loves. And the blond and glib Skeets is the mutual friend who helps them put the old love-game "on ice" as they say in the ball parks.

"Up Pops the Devil" is based on the original Broadway hit of the same name which "packed them in" at the Masque Theatre in New York City last season. It was written by Albert Hackett and Frances Goodrich. Hackett, who is only 25, is a brother of Raymond Hackett, who played the juvenile in Ruth Chatterton's "Madame X."

The scenes of the play are laid in Greenwich village and in the Paramount Theatre, New York. The story deals with the lives of a young couple, Foster and Miss Lombard, who live in a circle of "good time" artists and writers in the very sophisticated region of which MacDougal Street is the admitted "main stem." Their apartment is in a continual uproar due to the everlasting visits of their hosts of gay-life friends—and all their extra money goes for gin and din. Meals and sleep come second.

But after a year of married life they decide that they will have to buckle down seriously to the business of living, and the wife persuades her husband, who is an advertising man, to give up his job and to stay home for the purpose of writing a novel. Meanwhile she gets a job in the chorus of the stage show at the movie theatre in order to earn money to pay for the household expenses. Many humorous and many dramatic episodes result from their adherence to this mode of living, but their topsy-turvy lives at last turn right-side up.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. Moutrie & Co.

6-6.16 p.m.—Operatic.
Orchestra—Prelude (Verdi).
Victor Symphony Orchestra (35879).

Song—Samson & Delila (Saint-Saens)—"My Heart at Thy Sweet Voice," Margarete Matzenauer (Contralto) (5531).

Chorus—Faust (Gounod)—"The Fair," Metropolitan Opera Chorus (9997).

Song—Traviata (Verdi)—"Will My Dream of Youth," Beniamino Gigli (Tenor) (6876).

6.20-6.55 p.m.—Variety.
Humorous Song—Moanin' Low, Some of These Days, Sophie Tucker (22049).

Song—Right Now! Moonlight Saving Time, Maurice Chevalier (Baritone) (22733).

Organ Solo—Sonny Boy, I Loved You Then As I Love You Now, Jesse Crawford (21728).

Song—So Tired, Out in the New Moon Day, Ann Penn (Comedienne) (22063).

Song—Sweepin' the Clouds Away, All I Want is Just One, Maurice Chevalier (Baritone) (22733).

6.55-7.20 p.m.—A Concert.

Piano Solo—Bess Wedding (Mendelssohn), Etude in C Flat (Chopin), Irene Scharrer (D1303).

Song—Indian Dawn (Rosa-Zamecnik), Please Keep Out of My Dreams, Frances Alda (Soprano) (1094).

Violin Solo—Le Coq d'Or—Hymn to the Sun (Rimsky-Korsakow-Franco), The Meditation (Massenet), (Massenet) Mischa Elman (7392).

Song—Rosinda (de Feuntes), My Love (Otero), Tito Schipa (Tenor) (1299).

7.20-8 p.m.—Selections by the Hollywood Bowl Orchestra Conducted by Eugene Goossens "Symphonies Under the Stars" (M40).

The Fire Dance (de Falla), March to the Scaffold (Berlioz), Carnival Overture (Dvorak), Islamey (Balakirev), The Sleeping Beauty Ballet Music (Tchaikowsky).

8 p.m.—Local, Time, Weather Report, etc.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

RIFLING CLOSED DOWN FACTORY

The case against Pun Wai and Lo Ho was proceeded with in the District Office South, this morning, Mr. J. McLaren sitting as Magistrate.

Three charges were preferred against the two men, (a) conspiring to defraud the Wing Lung Bean Curd Factory of fittings and utensils, (b) larceny and (c) receiving.

Mr. F. C. E. Randall appeared for the prosecution and Mr. H. S. V. Mpsso on behalf of the first defendant.

Evidence for the prosecution was taken. Sub-Inspector Elston gave evidence of going to Ma Wan Island to investigate a complaint laid by the manager of the factory. He found that the factory had been stripped of all its fittings, and even the roof taken off. A search of the village brought to light most of the stolen articles, which had been purchased by the bargain hunting population of Ma Wan.

After hearing the evidence of arrest and other witnesses for the prosecution the case was adjourned.

NEWS IN ADVTS.

Messrs. Lammer Brothers will sell by auction a large quantity of valuable household furniture at their sales rooms on September 9.

The bird of paradise appears on a special issue of New Guinea stamps to commemorate the completion of ten years of British occupation of New Guinea. In the case of "On Service" stamps of this series, the letters "O.S." will be printed in block letters instead of the lighter lettering used on the Australian issues.



CE286—My Temptation 6/8 One-Step
—Bweavin' on De Window Variety Fox-Trot.
CE283—Lovely Lady Fox-Trot.
—Just Two Hearts and a Waltz Waltz.
CE277—Buggin' Over With Love One-Step.
—Pretty Kitty Kelly Waltz.
CE276—I'm Happy When You're Happy Fox-Trot.
—Waltz You Saved For Me Waltz.
CE270—I'm Glad You Waited Fox-Trot.
—Time on My Hands Slow Fox-Trot.
CE267—I've Found What I Wanted Fox-Trot.
—Wha'd Ja Do To Me Fox-Trot.
CE269—Laughing at the Rain Fox-Trot.
—Parade of the Minutes Nov. Fox-Trot.
CE265—Sleepy Town Express Fox-Trot.
—Fascinating Little Lady Fox-Trot.

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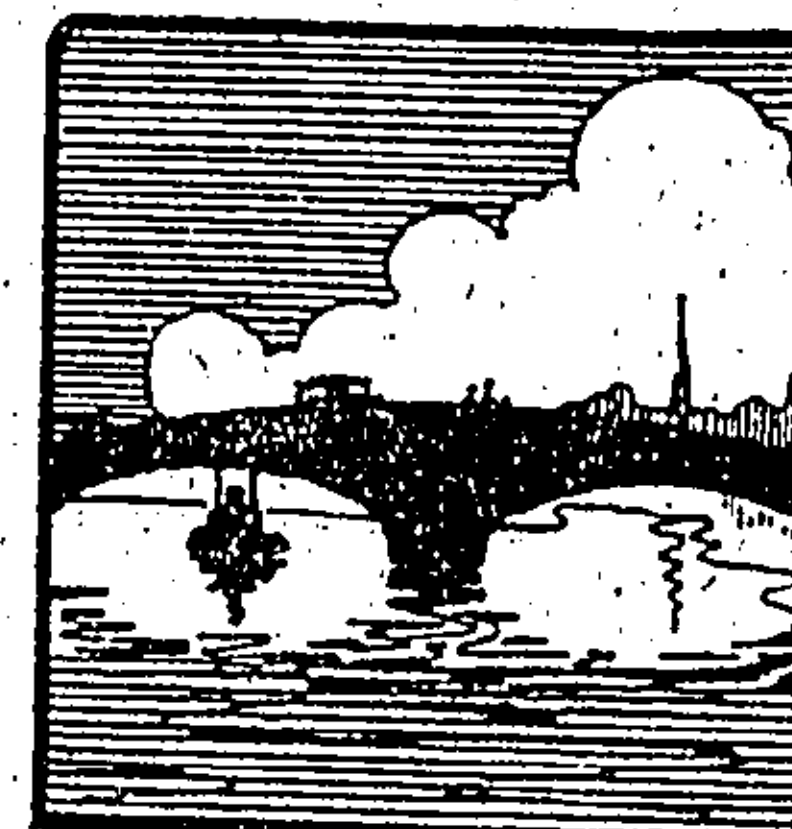
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Bass & Co. Pale Ale, home bottled, per case	
8 doz. Pts.	\$78.50
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Munchener, "Burger-bräu Dark," per case	
4 doz. Qts.	\$46.00
Munchener, "Burger-bräu Dark," per case	
6 doz. Pts.	\$42.00
Pilsener, German, "Flying Zebra" brand per	
6 doz. Pts.	\$38.50
Pilsener, Belgian, "Lion" brand, per case	
6 doz. pts.	\$32.50
Pilsener, Belgian, "Lion" brand, per case	
4 doz. Qts.	\$34.50

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OFFER TERMINATES ON SEPT 8th.

THERE ARE STILL FIVE DAYS AND ANY DAY MAY BE A FREE DAY.

The greatest sale in the history of local enterprise is passing—only a few more days of exceptional bargains and wonderful opportunities remain.

Every day new attractions are added to our display and fresh novelties introduced. Goods are being sold at sacrificial prices and NOW is the time to secure them. If you have not paid a visit to our store you do not know what we have to offer. If you have done so and already know what a genuine sale this is, it is advisable to keep on your daily purchase at this store as every day during the Sale carries with it the hope of Free Purchases.

Hereunder, we mention a few of our bargains in which we feel you will be interested:—

200 bottles Del Monte Strawberry Jam	\$.85 bot.
300 bottles Heinz Pickles small	\$.60 bot.
300 bottles French Vinegar	\$.55 bot.
500 tins Oxo Corned Beef	\$.45 tin.
300 bottles Australian Cider, large	\$1.40 bot.
156 bottles Sandy Mac Whisky	\$5.00 bot.
560 bottles John Hair Whisky	\$6.00 bot.
800 bottles Dog's Head Stout	\$1.00 bot.
600 bottles Football Brand Beer Quart	\$.70 bot.
98 pcs. Fly Catchers	\$5.50 ca.
3,000 bottles Atkinson's Pandora Hair Lotion	\$1.35 bot.
240 bottles Chas. Midgley & Son's Asst. Perfume	\$.68 bot.
5,000 cakes Sandalwood Soap (R. & G.)	\$.50 cake
250 yards Swiss Printed Silks	\$5.50 yard

Thousands of Extra Values in Haberdashery Dept.

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Overland China Mail
The weekly edition of the "China Mail" published every Friday. Annual subscription, H.K. \$13, including postage \$19, payable in advance.

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(National Froebel Higher Certificate).

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HONG KONG DOLLAR DIRECTORY.—On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE."—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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NEW ADVERTISEMENTS

APPOINTED SOLE AGENTS.

MESSRS. GRACA & CO., of 10, Wyndham Street, Hong Kong, have been appointed by Messrs. Toogood & Sons Ltd., the King's Seedsmen, to be their sole agents for Hong Kong & South China. Messrs. Graca & Co. have already received a selection of Messrs. Toogood's & Sons seeds for this season. Messrs. Toogood's have also sent some very attractive illustrated catalogues entitled "Everything for the Garden 1931" which will be presented on application to—

Messrs. GRACA & CO., 10, Wyndham Street,

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY**, the 8th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
1	Tai Kok Tsui	11,800 sq. ft. approx.	11,800	210	\$2,500

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY**, the 8th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
1	Shamshui	1,700 sq. ft. approx.	1,700	24	\$150

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1	Shamshui	1,700 sq. ft. approx.	1,700	24	\$150

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction
ON
WEDNESDAY, September 9, 1931, commencing at 2.30 p.m., at their Sales Room, Duddell Street
A Large Quantity of
VALUABLE HOUSEHOLD FURNITURE, comprising—

Teak Hatstand, Glass Cabinets, Showcases, Chesterfield Couches and Armchairs, Gramophones, Records, Electric Fans, Oil Paintings, Pictures, Writing Desks, Round Tables, Clocks, Porcelain Ware, Brass Ornaments, Bookcases, Chinese Hand Paintings, Carpets, Rugs, etc.

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Teak Single and Double Bedsteads, Wardrobes with Bevelled Mirrors, Teak Dressing Tables with Bevelled Mirrors, Chests of Drawers, Mosquito Nets, Counterpanes, Blankets, etc.

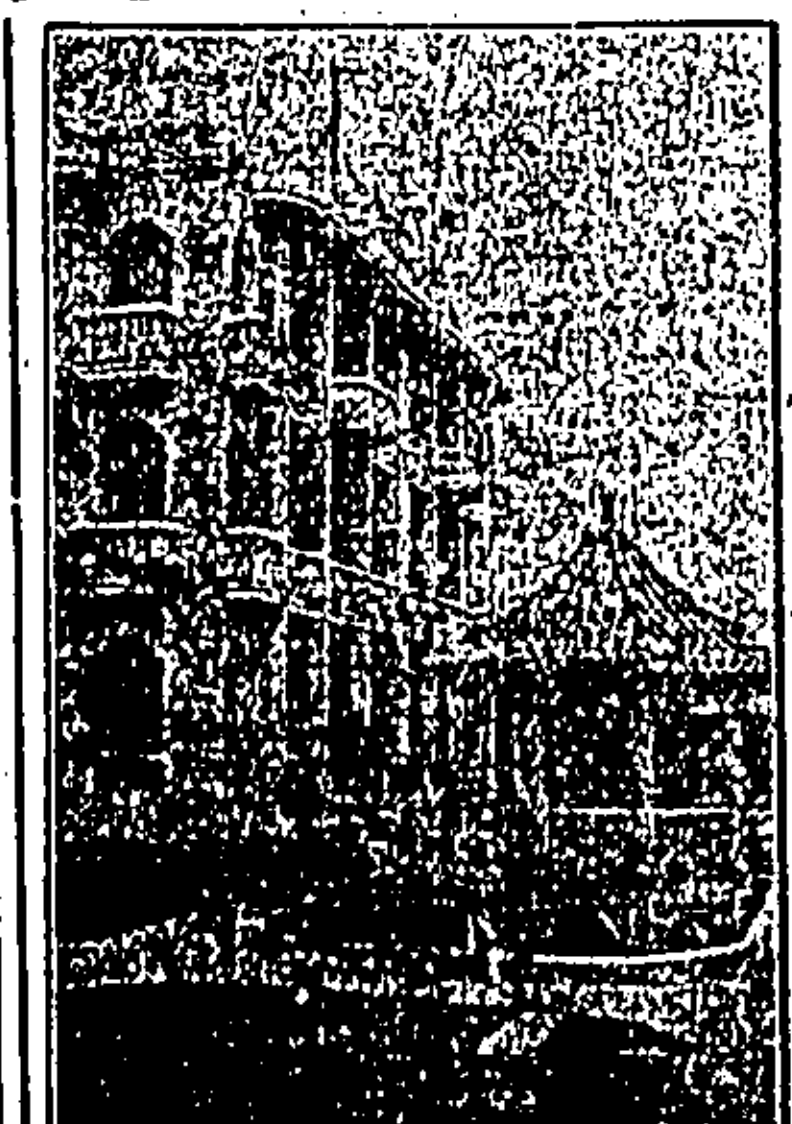
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Catalogues will be issued. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.
Hong Kong, September 3, 1931.



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SPORTS NOTICES.

THE MACAO JOCKEY CLUB.

THE INAUGURAL RACE MEETING will be held (weather permitting) at the Area Preta, Macao, on **SUNDAY**, September 6, 1931, commencing at 1.30 p.m.

The First Bell will be rung at 1 p.m.

MEMBERS' ENCLOSURE.
Members are notified that they and their ladies must wear their Badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure at \$1 each are obtainable through the Secretary upon introduction by a Member.

Members can obtain upon application to the Secretary Badges (limited to two) for the free admission to the Members' Enclosure of Wives, Lady Relatives and Friends.

Refreshments will be obtainable in the Enclosure.

PUBLIC ENCLOSURE.
The Price of admission to the Public Enclosure is 20 cents.

STEAMERS.
The s.s. "Taishan" will leave Hong Kong at 9 a.m. returning from Macao at 6 p.m.

Conveyances will be obtainable at the Macao Wharf.

By Order,
W. L. ALEXANDER, Secretary.
Hong Kong, September 2, 1931.

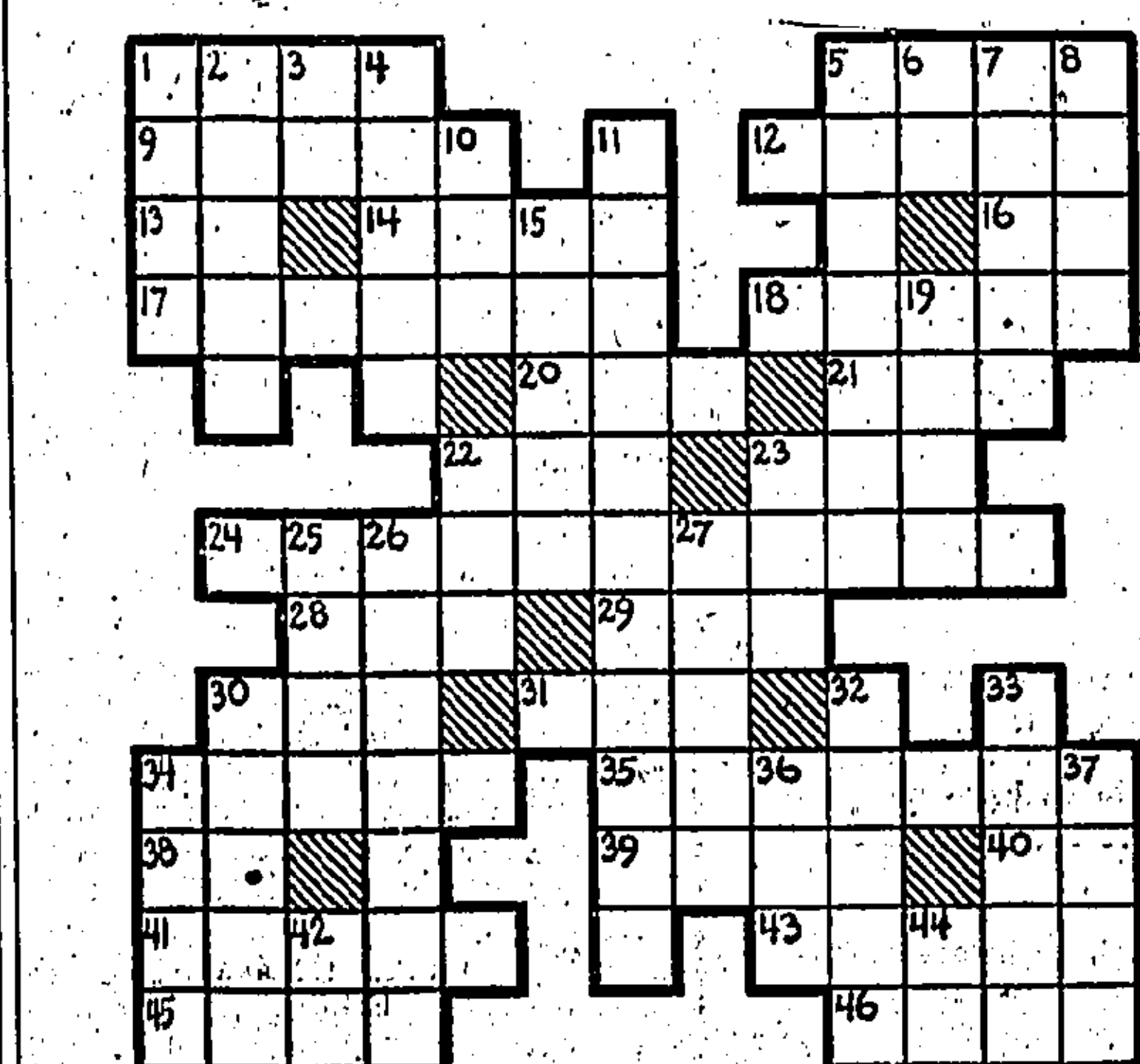
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You'll always enjoy a good show at the Kings'.

The temperature in the theatre is never over 78 degrees. The best temperature for comfort and health.

COMING NEXT AT THE KING'S.
CLARA BOW
IN "KICK IN"
A PARAMOUNT PICTURE

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-A bird's crop
6-To go up
8-Toasting to place generally
12-Combining form—five
13-Exist—
14-Remainder
15-Like
17-Large extinct elephant
18-Heavy rope or chain
24-To join or link together
25-Kitchen utensil
26-Wrath
28-Lacking tenderness or firmness
31-Solid form of water

HORIZONTAL (Cont.)
34-Man's name, meaning happy
35-Thick mass of ice floating in the sea
38-Associate of Arts (abbr.)
39-A heavenly body
40-Each (abbr.)
41-A food fish
43-Was furious with anger
45-Cloves
46-Delicate cryptogamous plant

VERTICAL
1-An edible bivalve mollusk
2-A citizen of Rome
3-Profess a form of ad
4-Heats
5-A boat race
6-Into
7-Lacking freshness

VERTICAL (Cont.)
8-To give relief
10-A sign of the zodiac
11-The practice of athletics
15-Upright sculptured stone slab for public use, as for laws (Archeol.)
19-A red vegetable
22-Dead
23-One (Scott.)
25-A precious stone
26-Periculous
27-Upright in position
30-To gain knowledge
32-First form of Abraham's name
33-Largest and tallest of plants
34-Destiny
36-Fruitbearing part of a cereal plant
37-Name abroad idly
38-A hypothetical force
44-To depart

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

GENERAL NOTICES.

FOR SALE.

An Attractive European Residence at Taiipo.

SITUATED South of Railway between Tai Po and Taiipo Market Stations, containing 3 Reception Rooms and 4 Bed-rooms, 2 Bathrooms, English Baths fitted with hot and cold water, Flush Water-closet, Fitted for Electric light, Hard wood floors, Lawn, &c.

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LAMMERT BROS.

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Public Auctions.

THE Undersigned have received instructions to sell by Public Auction
ON
FRIDAY, September 4, 1931, commencing at 10 a.m., at Ahmed Din's Store (Peninsula Hotel, Kowloon).

A Large Quantity of **GENTLEMEN'S WEAR, ETC.** comprising—

Shirts, Waist Coats, Pullovers, Coats, Ready Made Suits, Woollen and Palm Beach Suit Lengths, Silk and Woollen Socks, Ties, Hats, Handkerchiefs, Trunks and Shop Fittings.

On View from Thursday, September 3, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, September 2, 1931.

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Next Settlement Day, Monday, 28th Sept., 1931.

STOCK	Buyers	Sellers	Sales	Dom	Fin.	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	2040	...	Dec.	Interim 2 1/2% for 1930 Aug. 30, 31
Chartered Bank	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31
Mercantile Bk., Ltd.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 31
Bank of Asia	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
Insurance.						
Canton Ins.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 31, 31
Union Ins.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 29, 31
China Underwriters	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 29, 31
China Fire Ins.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 29, 31
H. K. Fire Ins.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 28, 31
Shipping.						
Douglases	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
H. K. Steamship	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Indo-China (Prel.)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Shells Steamer	...	...	...	...	Dec.	Interim 2 1/2% for 1930 July 31, 31
Union Waterboat	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Mining.						
Beacons	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Kailan Mining Ad.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Langkat (Single)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 30, 31
S'hai Exploration	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
Loans	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
Raubi	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Pending
Venezuela Gold Fields	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Pending
Docks, Wharves, Godowns, &c.						
H. K. & S. Hk. (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
H. K. & S. Hk. (new)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
South Ch. Motors (A)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 30, 31
China Provident (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 31, 31
Hongkong	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 31, 31
N. Engineering	...	...	...	...	Dec.	Interim 2 1/2% for 1930 July 31, 31
Shanghai Docks	...	...	...	...	Dec.	Interim 2 1/2% for 1930 July 31, 31
Lands, Hotels & Buildings.						
H. K. & S. Hk. (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 30, 31
H. K. & S. Hk. (new)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 30, 31
Shanghai Lands	...	...	...	...	Dec.	Interim 2 1/2% for 1930 July 30, 31
Humphreys (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
H. K. Realities	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Sept. 30, 31
Chinese Estates	...	...	...	...	Dec.	Interim 2 1/2% for 1930 July 28, 31
Cotton Mills.						
Ewo Cotton	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Shanghai Cotton	...	...	...	...	Dec.	Interim 2 1/2% for 1930 May 31, 31
Zhong Sing	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Oct. 31, 31
Public Utilities.						
H. K. Tramways	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Aug. 31, 31
Peak Tram (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Peak Tram (new)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Siar Ferries	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
Yamutai Ferries	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
China Light	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Dec. 31, 31
H. K. Electric	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Macao	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Sanskrit Light	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
H. K. Tel. fully paid	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Aug. 31, 31
China Buses	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
S'pore Traction (Ord.)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Feb. 28, 31
Industrials.						
China Sugars	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Malayan Sugars	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Cold Merg. Ord.	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Canton Ice	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Concrete (com.)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
H. K. Ropes	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Stores, &c.						
Dairy Farms	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Wanchoo	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Det A Wings	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Mar. 31, 31
Lane Crawford (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 30, 31
Mackintosh	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Sinners	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Wm. Powell	...	...	...	...	Dec.	Interim 2 1/2% for 1930 June 30, 31
Miscellaneous.						
H. K. Amusement (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Sept. 27, 30
C. Entertainment (old)	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Sept. 27, 30
Sou. Ch. Enterprises	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 31, 31
H. K. Constructions	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 31, 31
B. Ind. G. Bonds	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 31, 31
H. K. Govt. Loans	...	...	...	...	Dec.	Interim 2 1/2% for 1930 Apr. 31, 31

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London	11 1/2
Bank wire	11 1/2
Bank on demand	11 1/2
Bank 4 months sight	11 9/16
Credits, 4 months sight	1 1/2 - 3/16
Documentary, 4 months sight	1 1/2 - 5/16
On Paris	592 1/2
Credits, 4 months sight	632 1/2
On Berlin	Nom.
On New York	23 1/2
Credits, 60 days sight	24 1/2
On Bombay	64 1/2
On Calcutta	64 1/2
On demand	64 1/2
On Singapore	41 1/2
On demand	46 1/2
On Shanghai	79 1/2

LLOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports.

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. GANGE (passengerboat)	Sept. 9	Sept. 27
M.V. COL DI LANA (cargo boat)	Sept. 21	Oct. 25
S.S. MONCALIERI (cargo boat)	Sept. 22	Oct. 4
S.S. CRACOVIA (passengerboat)		

* Outward voyage to Shanghai only.
Attention is called to the S.S. Gange which will make
the voyage Hong Kong-Italy in 24 days thus allowing London pas-
sengers to reach destination in 26 days.
For Freight and Passages apply to:-
Queen's Building, Tel. 24021
DODWELL & CO. LTD.
Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 16th September.
TATSUTA MARU	Wednesday, 30th September.
ASAMA MARU	Wednesday, 30th September.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HEIAN MARU	Tuesday, 8th September.
HIKAWA MARU	Tuesday, 6th October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAZAKI MARU	Saturday, 5th September.
TERUKUNI MARU	Saturday, 19th September.
SYDNEY & MELBOURNE via Manila & Ports.	
ATSUTA MARU	Saturday, 26th September.
KAMO MARU	Saturday, 24th October.
BOMBAY via Singapore, Penang, & Colombo.	
KAGA MARU	Friday, 11th September.
YAMAGATA MARU	Monday, 14th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Saturday, 12th September.
NEW YORK, BOSTON via Panama.	
ASUKA MARU	Tuesday, 8th September.
TOBA MARU	Tuesday, 29th September.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	
LYONS MARU	Sunday, 13th September.
CALCUTTA via Singapore, Penang & Rangoon.	
BENGAL MARU	Tuesday, 8th September.
CALCUTTA MARU	Tuesday, 15th September.
SHANGHAI, KOBE & YOKOHAMA.	
HARUNA MARU	Friday, 4th September.
MURORAN MARU	Sunday, 6th September.
KAMO MARU (Nagasaki direct)	Friday, 18th September.

For further information apply to:- **NIPPON YUSEN KAISHA**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

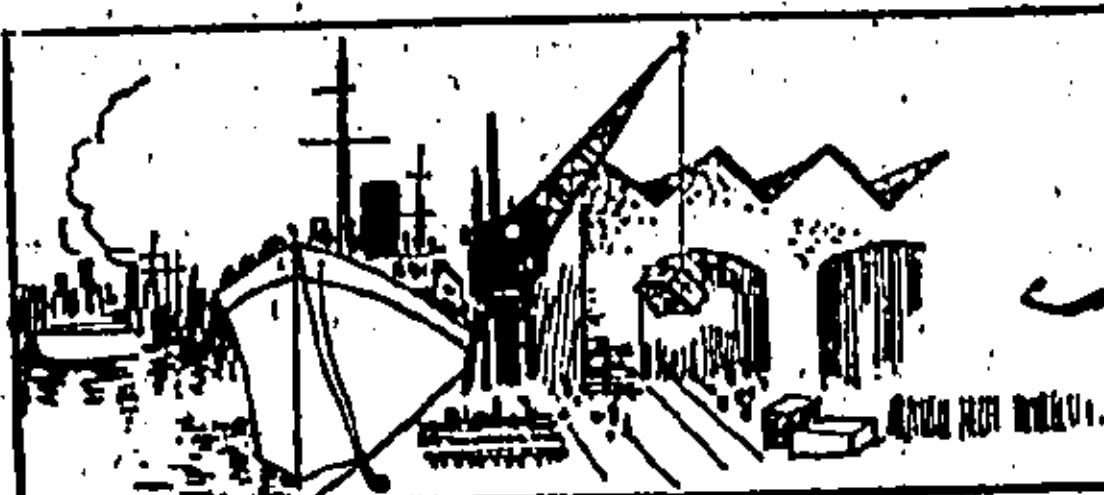
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs., 3rd Sept.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Arizona Maru	Wed., 7th Oct.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Sydney Maru	Sun., 6th Sept.
JAPAN PORTS (Frequent Services).	Havana Maru	Fri., 11th Sept.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Fri., 11th Sept.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Tues., 15th Sept.
BOMBAY via Singapore, Balawan Dill & Colombo.	Hokuroku Maru	Tues., 6th Oct.
CALCUTTA via Singapore, Penang & Rangoon.	Argun Maru	Thurs., 3rd Sept.
HAIPHONG via Hobei & Pakhoi (Fortnightly).	Burma Maru	Fri., 18th Sept.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Monado Maru	Thurs., 17th Sept.
TAIKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun., 13th Sept.
	Deli Maru	Thurs., 10th Sept.

For further particulars please apply to:-
OSAKA SHOSHEN KAISHA
Telephone 28041.

NEVER AT HALF-MAST.

at half-mast, the reason being that it is a personal flag, and it would be half-masted only were the whole Board of Admiralty suddenly to cease to exist.
There is in human nature a perpetual trend towards oligarchy.
Lord Hugh Cecil.



Shipping Intelligence

N. Z. FLOATING DOCK.

To Be Towed Through Malacca Straits.

The floating dock built at Wall-send for the Wellington Harbour Board left the Tyne on its 13,500 miles tow to New Zealand on July 15. The dock has been built by Messrs. Swan Hunter, and Wigham Richardson, Ltd., of Wallsend, who have built more floating docks than any other firm in the world.

The dock for Wellington is of the sectional box, self-docking type, with a lifting capacity of 17,000 tons. It has an overall length of 584ft. and a width of 17½ft. The height of the walls above the bottom of the dock are 49ft. Launched in three portions on three different days last May and June, the dock was then assembled at the Wallsend Shipyard, and it will be towed in one piece to Wellington.

The towage has been entrusted to Messrs. L. Smit and Co.'s International Tug Co., of Rotterdam, who successfully towed the great Singapore floating dock 8,500 miles from Wallsend to its destination. The tow they are now undertaking involves voyage of 13,500 miles—the longest tow on record—and is expected to last about seven months.

Messrs. Smit's powerful steam tugs Zwartee Zee and Roodde Zee will take the Wellington Dock from Wallsend, the latter tug being replaced in the English Channel by the Witte Zee. The dock will be in charge of Captain Hart, the master of the Zwartee Zee. There will also be a crew housed on the dock itself to attend to the towage gear and other dock appliances.

The route taken by the dock will be by Gibraltar, the Suez Canal, Indian Ocean, Malacca Straits, the Dutch East Indies, and Torres Strait between New Guinea and Queensland. In this last channel the tidal current is so strong that the dock will probably have to be anchored every six hours waiting for a turn of the tide to help it on its slow passage.

PASSENGER LIST.

DEPARTURES.

Per m.s. Chichibu Maru for San Francisco via Shanghai and Japan ports on September 2:-

Mr. and Mrs. R. E. Francis, Mrs. A. G. Anderson, Mrs. B. Elder, A. J. Edgar, W. R. Lewis, Prof. Gerard, Mrs. Zoe Fenton, N. S. Brown, Miss E. A. B. Watson, C. F. Steeckli, Mrs. A. J. Waller, C. M. Xaxier, S. Okazaki, S. Enami, M. J. Siva, T. Kohda, Mr. and Mrs. I. Taniguchi, K. Machida, Y. Mayemura, S. Fukumoto, Capt. F. Tanaka, I. Kobayashi, B. Nagata, S. Yamauchi, Mr. and Mrs. C. C. Murray, Miss M. Murray, Mr. and Mrs. J. Douglas Butcher, H. Satoh, H. M. Xavier, Mr. Metz, Mr. and Mrs. B. M. Sutherland, J. Lewis, Albert Staubli, Mrs. L. F. Coffey, G. A. Graham, A. Van Leer, F. C. M. Bamford, Mr. and Mrs. H. Marlow, C. J. Henderson, W. E. Griffith, J. Paris.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart, unless preceded by an asterisk (*), when they should be subtracted from the depths.

September 2 to 8, 1931.

Date	High Water	Low Water
Aug 31	11.15	0.15
Sept 1	11.15	0.15
Sept 2	11.15	0.15
Sept 3	11.15	0.15
Sept 4	11.15	0.15
Sept 5	11.15	0.15
Sept 6	11.15	0.15
Sept 7	11.15	0.15
Sept 8	11.15	0.15

WARSHIPS IN PORT.

The following British warships were in harbour to-day:-

Cleala—In dock.
Odin—North wall.
Orpheus—West wall.
Oswald—North wall.
Otus—East wall.
Phoenix—South wall.
Sepoy—North arm.
Seraph—North arm.
Serapis—North arm.
Stormcloud—North arm.
Tamar—Basin.

Foreign.

Argus—French gunboat.
Regulus—French gunboat.

STEAMER MOVEMENTS.

The C.P.S. R.M.S. Empress of Asia left Vancouver for Hong Kong, via Japan ports and Shanghai, on August 29, and is due here on September 16. She will sail for Manila at 5 p.m. on September 17.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Ben-mohr are reminded to take delivery of their goods which will be subject to rent after September 4.
Consignees of cargo ex m.v. Denmark are reminded to take delivery of their goods which will be subject to rent after September 9.

POST OFFICE NOTICE.

POSTAL RATES.

Letters:-

Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. per oz. and 10 cts. each succeeding oz.

Postcards:-

Local, China and Macao—2 cts. each.
All other places—8 cts. each.
The Registration fee is in each case 20 cents.

INWARD MAILS.

THURSDAY, SEPTEMBER 3.

Shanghai

Shanghai and Europe via Siberia (London, Aug. 15)

Europe via Negapatnam (Letters and Papers, London, Aug. 6)

Japan and Shanghai

Canada, U.S.A., Honolulu, Japan & Shanghai (Vancouver, B.C., Aug. 15)

Shanghai and Swatow

Japan

U.S.A., Honolulu, Japan and Shanghai (San Francisco, Aug. 7)

U.S.A., Honolulu, Japan and Shanghai (San Francisco, Aug. 14)

Australia & Manila

Europe via Suez (Letters & Papers, London, Aug. 13 and Parcels, Aug. 6)

OUTWARD MAILS.

THURSDAY, SEPTEMBER 3.

Samsui and Wuchow

Amoy

Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa & *S. American Ports

Holhow, Pakhoi and Haiphong

Shanghai, Japan and *Europe via Siberia

Swatow, Amoy and Foochow

Haiphong

Manila

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles

K.P.O. Registration

Letters

Manila and Parcels only for Germany via Hamburg

*Manila, Australia & New Zealand via Brisbane

FRIDAY, SEPTEMBER 4.

Menado Maru

Haruna Maru

Jiai Ning

Canton

Empress of Japan

Hakozaki Maru (Due Marseilles, Oct. 4.) G.P.O. Registration

Letters

Oldenburg

SATURDAY, SEPTEMBER 5.

Sydney Maru (Due Brisbane, Sept. 19.) Parcels

Registration

Letters

President Cleveland (Due Victoria, B.C., Sept. 22 and *Europe via Siberia.) Parcels

Registration

Letters

Chip Shing

Antung

President Hayes

SUNDAY, SEPTEMBER 6.

Hokan Maru

Kalgan

MONDAY, SEPTEMBER 7.

Heian Maru (Due Vancouver, B.C., Sept. 28 and *Europe via Siberia.) (Ship Sails on Sept. 8 at 8 a.m.) Registration

Letters

TUESDAY, SEPTEMBER 8.

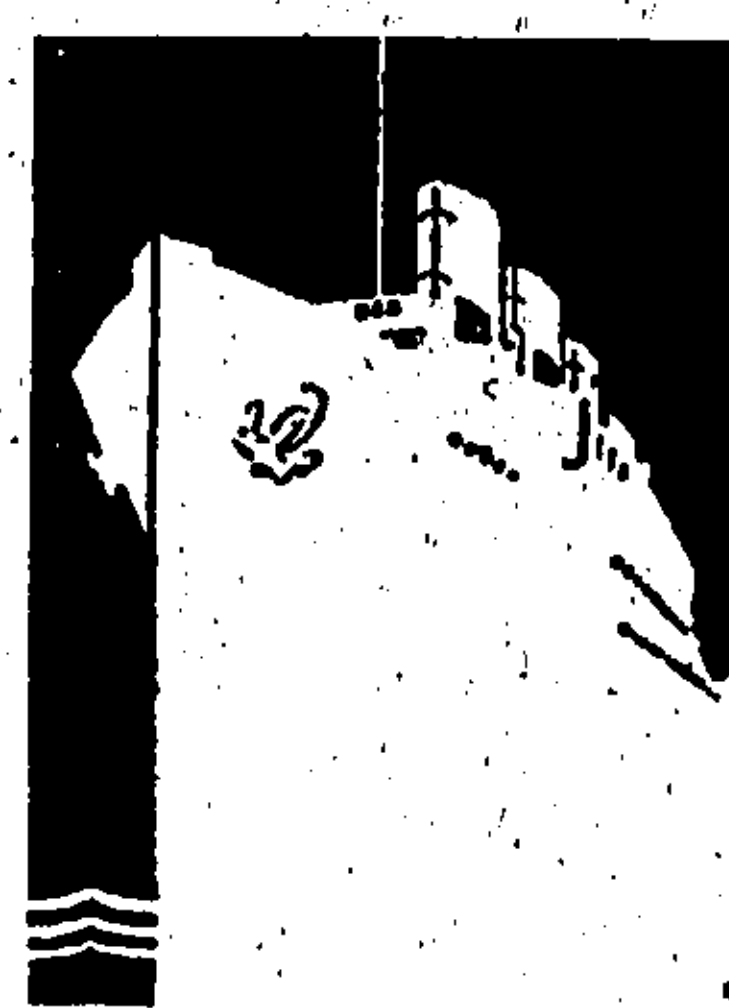
Ha Yang

WEDNESDAY, SEPTEMBER 9.

Kwai Sang

Mau Sang

*Superscribed correspondence only.



EMPRESS OF JAPAN MAMMOTH WONDER SHIP of the Pacific

39,000 Displacement
26,000 Gross Tons

Sails for

Victoria & Vancouver

Calling at

SHANGHAI—KOBE—YOKOHAMA

NOON—SATURDAY

12 SEPTEMBER.

Ship	Leave	Arrive
Empress of Japan	Sept. 12	Sept. 19
Empress of Asia	Sept. 25	Sept. 28
Empress of Canada	Oct. 10	Oct. 13
Empress of Russia	Oct. 23	Oct. 26
Empress of Japan	Nov. 7	Nov. 10
Empress of Asia	Nov. 20	Nov. 23
Empress of Canada	Dec. 5	Dec. 8
Empress of Russia	Dec. 18	Dec. 21

*Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

£120—£112—£88—£79

HONG KONG—MANILA.

Ship	Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	Sept. 4	Sept. 6
EMPRESS OF ASIA	Sept. 17	Sept. 19

Ask about the New Low Empress tourist Cabin Fares.

CANADIAN PACIFIC

The Exceptional Summer fares to Japan.

Telephones: Passenger 20752. Freight 20042.



LONDON SERVICE.

"MENELAUS" 16th Sept. For Port Said, M's, Casablanca, London, Rotterdam and Hamburg.

"ARNEAS" 26th Sept. For M's, London, R'dam and Glasgow.

LIVERPOOL SERVICE.

"BELLEROPHON" 10th Sept. For Port Said, Genoa, L'pool, Havre & Glasgow.

"NINGHOW" 25th Sept. For Port Said, Havre, L'pool & G'gow.

NEW YORK SERVICE.

"PHEMIUS" 7th Sept. For Boston, New York, and Baltimore via Philippines and Singapore.

PACIFIC SERVICE.

"EXION" 17th Sept. For Victoria, Vancouver & Seattle.

"TYNDAREUS" 17th Oct. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"MENESTHEUS" Due 7th Sept. For S'hai, Molli, Kobe & Y'hama.

"ASPHALION" Due 7th Sept. From New York.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday L.A. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNNERS).

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUIRON and STEWARDES CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 67s RETURN.

LONDON (via Australia) from £136.15.0.

(Australian newspapers on file)

STEAMER: Due Hong Kong, Leave Hong Kong, Leave Manila, Due Sydney

CHANGTE: Sept. 9, Oct. 9, Nov. 9, Dec. 9

TAIPING: Sept. 16, Oct. 16, Nov. 16, Dec. 16

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

TRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
GARBETA	5,300	10th Sept.	Straits, Colombo & Bombay.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.
*MIRZAPORE	6,700	8th Oct.	Straits, Colombo & Bombay.
MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	6,500	24th Oct.	Marseilles, L'lon, P'dam & A'werp.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
NALDERA	10,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, L'lon, P'dam & A'werp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*SOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

	10,000	10th Sept.	Singapore, Penang & Calcutta.
*TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	23rd Sept.	Singapore, Penang & Calcutta.
*SIRDHANA	8,000	14th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

* Calls Port Swettenham. † Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

	7,000	2nd Oct.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Dec.	Manila, Rabaul, Brisbane, Sydney

Regular monthly sailings from Hong Kong to Shanghai and Japan.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN. Cheap Summer Trips to Japan, June to Sept.

		1931.	
SIRDHANA	8,000	11th Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
MAUTUA	11,000	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
*BURDWAN	6,500	12th Sept.	Shanghai, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	25th	25th	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
NALDERA	10,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MAGEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
KASHMIR	17,000	7th Nov.	Moji, Kobe & Osaka.
RAJPUTANA	7,000	7th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Moji, Kobe & Osaka.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Moji, Kobe & Osaka.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All cabins are fitted with Electric Fans on Panka Louvre System free
of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

WHERE THE MONEY GOES.

(Continued from Page 5.)

Costly Trials.
Supreme Court.—Other Charges.
Fees to Counsel and solicitors for
prisoners in capital cases. Excess
of vote, \$1,000.
Provision made in Estimates,
\$1,000.
There have been more murder
trials during 1931 than usual. The
case of Rex v. Wong Cheung in the
June Sessions lasted ten days in
its trial and retrial.

The supplementary vote now re-
quested is estimated to cover ex-
penditure for the remainder of
1931.
The above is to be met from
savings under Incident Expenses,
Watchmen.

Disinfectants.
Sanitary Department.—Disinfect-
ants, \$5,500.
Provision made in Estimates,
\$13,000.

The sum asked for is the total
estimated deficit as at the year's
end.

The supplementary sum is to
cover the increased cost of kero-
sene and of disinfectants owing to
the fall in the value of the dollar.
The above is to be met from
savings under 2 Motor Cars and 2
Motor Vans.

Death Gratuity.
Pensions.—Death Gratuities,
\$405.
Provision made in Estimates,
\$35,000.

Provision made by Supple-
mentary Vote, \$9,034.

Approval is requested of the pay-
ment of a gratuity equivalent to
one year's salary less pension
already drawn to the orphan of the
late Ip Sang, Head Foreman, Fire
Brigade, who died on June 19, 1931,
nine months after retiring on pen-
sion.

The above sub-head in the
Estimates is usually taken only to
cover gratuities when death occurs
during the actual service of an
officer.

The Finance Committee has al-
ready expressed its approval of
this payment.

Victoria Jail.
Prisons Department.—Hydro Ex-
tractor, \$850.

Provision made in Estimates,
\$2,550.

The purchase of this machine for
the acceleration of the laundry
work at Victoria Gaol was approved
in the Estimates. \$850 represents
the difference between the 1931
Estimates Exchange rate of 1/4 and
a rate of 1/2.

Animal Depots.
Sanitary Department.—Animal
Depots and Slaughter Houses In-
cidental Expenses, \$400.

Provision made in Estimates,
\$1,100.

The sum asked for represents
the total estimated deficit for the
whole year.

The deficit is partly the result of
an increased consumption of lead
seals which are used for sealing
cases of lard for export, and partly
the result of the general increase
in price of the numerous miscel-

laneous small stores, which have to
be purchased.

The above is to be met from
savings under 2 Motor Cars and 2
Motor Vans.

Interpreters and Translators.
Miscellaneous Services.—Bonuses
for Interpreters and Translators,
\$625.

Provision made in Estimates,
\$1,000.

The results of the 1931 Examina-
tion for Interpreters and Trans-
lators Certificates involve the pay-
ment of bonuses totalling \$1,625 to
successful Candidates. The bonuses
are governed by General Orders
and the sum of \$1,000 provided in
the Estimates will require to be
supplemented in view of the ex-
ceptional results of this Examina-
tion.

Charitable Allowance.
Charitable Services.—Other
Charitable Allowances (Unallocat-
ed), \$11,600.

Provision made in Estimates,
\$5,000.

Finance Committee approved on
May 26, 1930, the grant of a
Charitable Allowance to the wife
of Dr. J. R. Craig of \$340 p.a.
payable as from July 19, when he
retired.

The sum of \$270 already paid as
gratuity is recoverable from this
allowance, and as no payments
were made by Crown Agents until
the current year, the amount now
required is \$580. It is regretted
that provision for this allowance
was inadvertently omitted from the
current Estimates.

July, 1929—Dec., 1929 £170
1930 340
1931 340

Less gratuity 270

£580 at 1s.

AMERICA'S CUP.

American yachtsmen are antici-
pating the arrival of Sir Thomas
Lipton's sixth challenge for the
America's Cup. Already they are
discussing plans for the defence of
the trophy.

The new rules, which require
stancher vessels than heretofore
will, it is believed, give Shamrock
the Sixth, if she goes to America
next year, the best chance of victory
which has existed for thirty
years.

Instead of being mere shells, the
yachts must now be equipped with
cabins. There will be no metal
masts or below-deck winches, such
as Enterprise had.

It is quite likely, also, that in
view of business depression, only
one defender will be built. She
will probably be a Burgess crea-
tion, with Mr. Vanderbilt again at
her helm.

It is reported that the vessel
will be of stainless steel instead
of bronze.

Expectations of a contest next
year were strengthened by a re-
port in the New York Times that
Sir Thomas Lipton is to leave
England for the United States with
a challenge. The paper adds: "This
persevering old baronet plans, for
another yacht, designed by Mr.
Nicholson, for the 1932 races."

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	Aug. 31	Aug. 31	Aug. 31
West River at Shihching	22.1	17.3	
North River at Samsui	9.8	9.2	
North River at Tsingyuen	11.9	10.7	
East River at Sheklung	7.2	6.0	

The highest levels recorded
are:—Shihching, 41 feet; Tsing-
yuen, 29.2 feet; Samsui, 27.3
feet; Sheklung, 11.5 feet.

The lowest levels on record
are minus 5 feet at Samsui and
minus 2.7 feet at Sheklung.

CONSIGNEES.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

The Motor Vessel,

"DANMARK"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
where delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
9th September, 1931, at p.m. will be
subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ashe on the
8th September, 1931, at 10 a.m.

All claims against the vessel must
be presented to the Undersigned before
the 12th September, 1931, or they will
not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be counter-
signed by

JOHN MANNERS & CO. LTD.

Agents.
Hong Kong, 2nd September, 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMSHIP LIMITED.

From ANTWERP, LONDON
AND STRAITS.

The Steamship,

"BENMOHR"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf
& Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
4th September will be subject to rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
3rd September at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD.

Agents.
Hong Kong, 28th August, 1931.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

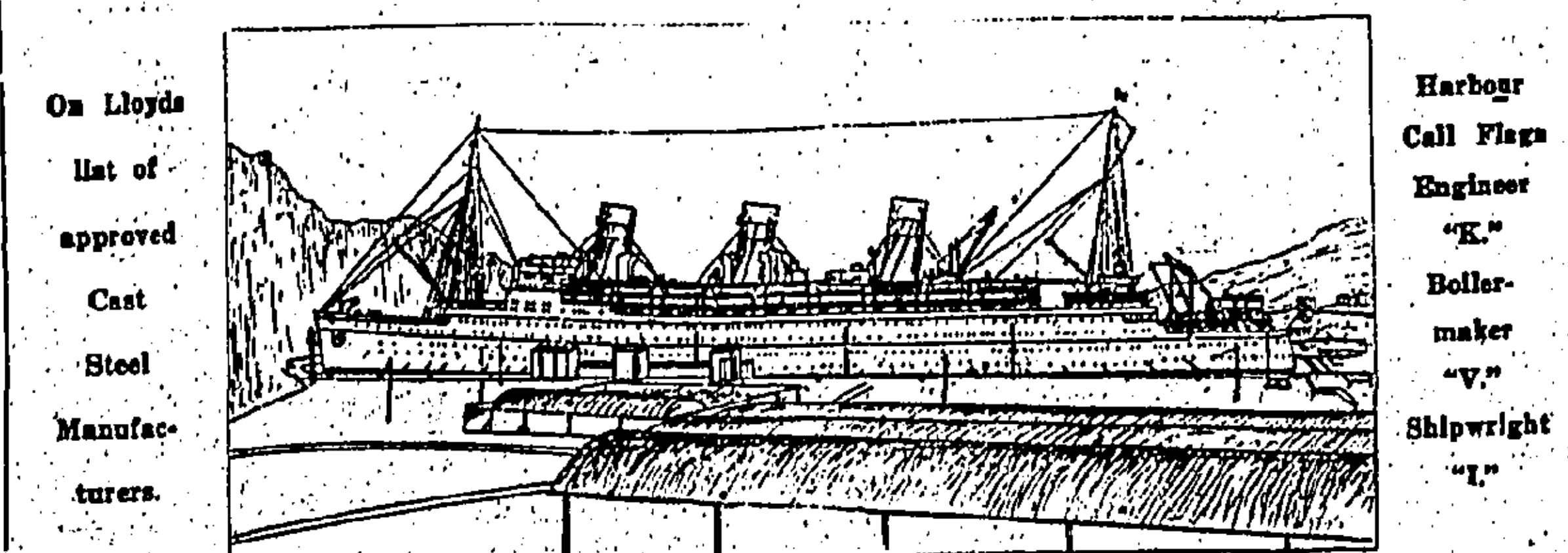
Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 28020.

KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND

ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,

FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions:—666'0" O.A. x 83'6" x 48'6" Mid. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over sill, H.W. O.S.T.
Salvage Tug "Henry Kewick," 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag
Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition.

Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

**THE PRESIDENT HOOVER
NEW FLAG SHIP**

of the President Line fleet is the largest electric
passenger liner ever built in the world. She
brings to the fortnightly direct to New
York via California Passenger Ser-
vice the acme of maritime
luxury and accommo-
dations. Reservations
now being made.

**THE PRESIDENT COOLIDGE
NEW SISTER SHIP**

soon to follow in service. These two beautiful
new American liners are 653 feet long, 81
feet in beam, displacement tonnage of
33,800, and 23,000 tons gross. Six
decks are devoted to guest
accommodations, Public
Rooms, promenades &
recreational areas.

**DOLLAR
STEAMSHIP LINES**

Fortnightly Round the World

**BARBER WILHELMSSEN
LINE**

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING
M.V. "TAI PING YANG"
on **SEPTEMBER 18th.**
for
SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight Information please apply:—
DODWELL & CO., LTD.
Queen's Buildings. Agents. Telephone 28021.

BRITISH WUCHOW LINE

SAILING DATES FOR SEPT., 1931 (Subject to Change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	THURS. 3rd	SAT. 5th	SUN. 6th	MON. 7th
TAI MING	SUN. 6th	TUES. 8th	WED. 9th	THURS. 10th
TAI HING	WED. 9th	FRI. 11th	SAT. 12th	SUN. 13th
TAI MING	FRI. 11th	SUN. 13th	MON. 14th	TUES. 15th
TAI HING	TUES. 15th	THURS. 17th	FRI. 18th	SAT. 19th
TAI MING	THURS. 17th	SAT. 19th	SUN. 20th	MON. 21st
TAI HING	MON. 21st	WED. 23rd	THURS. 24th	FRI. 25th
TAI MING	WED. 23rd	FRI. 25th	SAT. 26th	SUN. 27th
TAI HING	SUN. 27th	TUES. 29th	WED. 30th	THURS. 1st
TAI MING	TUES. 29th	THURS. 1st	FRI. 2nd	SAT. 3rd

Ports of Call—Samshui, Shuangliu, Tientsin & Doshing.
Fares Return (not including meals) \$20.00.
Meals and berths are to be obtained on board.
Hong Kong arrivals & Departures from Tai Hing Wharf.
For information apply to—
29, Connaught Road, West, **SANG WO Co., Ltd.**
Phone 20883.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
and IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two slip-
ways and can accommodate any craft of 100 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyards: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 87009.
Estimates furnished on application.
Hong Kong, April 1, 1924.



The Caravan.

ARCADE, PENINSULA HOTEL.

Sole Agents:—

FETTE PEKING RUGS

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, SEPTEMBER 3, 1931.

FLETCHER'S

BATH EAU de COLOGNE
Delightfully refreshing and invigorating
during the hot weather.

MAGNUM BOTTLES

\$2.50.

THE PHARMACY

Asiatic Building.

Queen's Road C.

Tel. 20345.

CENTRAL
SEE THEATRE HEAR

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

A RETURN ENGAGEMENT.

A New Era in Sound & Colour Entertainment.



The
Luxury
of Life,
Love and
Laughter!

—Including the first dramatization of George Gershwin's "Rhapsody in Blue." Hear, see and enjoy this miracle of beauty—this carnival of cleverness—this entertainment supreme. It's as modern as tomorrow's newspaper.

Presented by Carl Laemmle. Directed by John Murray Anderson. Produced by Carl Laemmle, Jr., with a host of international celebrities.

Paul WHITEMAN

and his band in

"KING OF JAZZ"

COMING ATTRACTION

Can A Wife Be A Pal To Her Husband?

"NO!" says this smartly charming young wife who tries it—and knows "friendship ceases where love begins."

See why—and laugh, cry, laugh!



UP POPS the DEVIL

A Paramount Picture

Booking at the Theatre—Telephone 25720.

TYPHOON SEQUEL.

(Continued from Page 1.)

the only sufferers in the storm, which were either totally wrecked or damaged, but a rough estimate puts it as high as between 80 and 90. Most of these were caught through imprudently leaving shelter after the wind had died down and the blow which came suddenly later gave them no chance. Sad Faced Men & Weeping Women. This morning the Harbour Office was crowded by a large number of boat people—sad faced men and weeping women—who came to report the loss of their all. It is anticipated that the taking of all these reports cannot be completed to-day.

Up to the time of going to press the China Mail learned that no report of loss of lives had yet been made at the Harbour Office, although it is practically certain that some people had been drowned.

Desolate Sights.

A walk along the water front this morning, to the west of the Harbour Office to as far as the godowns at West Point, presented a desolate sight. In every stretch of water between the numerous wharves along this section of the Praya sunken junks and sampans were to be seen, and along the seawall wreckage was piled high with boat women and children sitting on them with tear stained faces, bemoaning their loss. The majority lost all they possessed whilst a few were able to rescue something and these, done up in cloth bundles they were clinging to pathetically.

The Storm's Toll.

In each space of water between the wharves at least one sunken craft was to be seen, whilst in a few there were as many as three. There were also a few badly battered vessels with gaping holes in their sides which had succeeded in remaining afloat. The crews had returned on board in each case and were clinging to their homes and making a brave attempt to resume life on board. In a cabin of one a baby was seen to be sleeping peacefully blissfully unconscious of the heartbreaking task his parents were undertaking to reconstruct the home. All these damaged craft, it is gratifying to note, are repairable and their crews are busily engaged in patching up the holes before undertaking the trip across the harbour to the various boat yards for repair.

A tram ride to Kennedy Town revealed several more sunken and damaged vessels lying against the seawall, but the majority were to be found in the vicinity of the wharves. East of the city very little damage was to be seen in the harbour. On the Kowloon side, too, there was very little damage to be seen within the confines of the harbour. What damage was done in the outlying districts is not yet known.

Shipping suffered no damage at all in yesterday's blow. Many vessels approaching Hong Kong during the storm took shelter in the bays outside and came in after the wind had died down. During the earlier part of the morning several managed to make port safely.

Steamers' Reports.

The s.s. Hozan Maru (Captain H. Oyama), from Keelung, August 30, and Swatow, September 1, arrived

at 7.25 a.m. and reported encountering N.E. to Northerly winds during the voyage. There was a fresh breeze with overcast skies, and the sea was rather rough.

The s.s. Canton (Captain F. Morvan), from Haiphong, August 31, arrived at 8.45 a.m., and reported that the weather during the voyage was fair. It became showery later when approaching Hong Kong.

The s.s. Trave (Captain Emil von Dieck), from Bremen, July 7, arrived, August 28, reported encountering a moderate S.W. monsoon.

The s.s. Linan (Captain J. Layton), from Newchwang, August 19, and Amoy, September 1, which ar-

CLOUDY AND RAIN.

The Royal Observatory's report issued at 10.40 o'clock this morning says:—

The typhoon is filling up over S. China.

The Northern depression has moved E.N.E. to the East of Wei-hai-wei.

A moderate anticyclone is central to the N.E. of Japan. Forecast:—S.W. winds, fresh to moderate; generally cloudy, some rain.

Another Typhoon Threat.

The following telegram was received from the Manila Observatory by the American Consulate General this afternoon:—

Manila, 10.45 a.m.—Typhoon in about 113° deg. Long. E., and 23 deg. Lat. N., moving N.N.W.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 1.20 inch. Total since January 1—62.22 inches, against an average of 66.94 inches—deficit 4.72 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	82
Macao	79
Pratas Island	83
Manila	77
Poochow	82
Amoy	82
Chefoo	68
Shanghai	70

rived at 6.10 a.m., to-day, reported that from Amoy to Hong Kong she encountered light moderate S.E. winds with very heavy sea.

Reports of later arrivals this morning have either not yet been made at the Harbour Office, or they had up to noon not been made available to the Press.

Observatory Report.

The typhoon took a new lease of life last night at 8 o'clock, owing to a steep pressure gradient to the rear of the centre and the fresh energy supplied by the rain, of which 0.87 inch fell between 8.10 p.m. and 10.10 p.m.

The wind rose suddenly at 8 p.m. from 35 to 50 m.p.h., with gusts at the rate of 70 to 77 m.p.h. Gusts of over 90 m.p.h. occurred between 8.20 p.m. and 9.05 p.m., the maximum being at the rate of 94 m.p.h. at 9 p.m. The wind fell rapidly after 9 p.m. and again from 10 p.m. to 11 p.m. when the velocity was 22 m.p.h.

Remarkable Barometer Trace.

The barometer trace was the most remarkable ever recorded at the Observatory, the pen oscillating rapidly to the extent of a tenth of

"FEARFUL MAN" GETS TWO YEARS.

(Continued from Page 1.)

never paid her "ack. On the occasion in question she refused him, after which he attacked her. She could think of no other reason for the crime.

A small boy employed in the shop said prisoner was a "fearful man", who was always threatening to hit people with a knife." He described the woman's being chased through the shop, and bleeding from her wounds.

Prisoner had no questions to ask this witness, remarking, "I don't know anything. I am dead. I know nothing about it."

His Lordship: You are alive enough to ask the witness questions if you want to.

A Serious Wound.

Dr. Smalley gave medical evidence, saying that prisoner had rather a bad wound in the throat. It could have been self-inflicted. The woman was in danger for about 48 hours after he had to operate on her. She would feel the after-effects of the wound for some time.

Prisoner, asked if he wished to question Dr. Smalley, merely muttered "Doctor cure me."

His Lordship: Then you were lucky.

The Black Sheep.

The foreman of the jury having asked where the husband, proprietor of the shop was, and being informed that he was away at the time, the husband was called to elucidate certain points. At first he denied that the prisoner was any relation or clansman, but later admitted that the man was his own nephew. He was a bad workman, a dreadful savage, and "a terrible gambler." He knew his wife had lent him money, but could not think of any other reason for the attack.

Prisoner said there were ghosts in the house, and one of them attacked him whilst he was asleep, entering into him. That was all he had to say.

Sentence was passed as stated.

COTTON CARTERS' STRIKE.

Egyptian Industry Paralysed.

17,000 IDLE.

Alexandria, Yesterday.

Seventeen thousand cotton workers have been rendered idle and all the great cotton warehouses of Alexandria paralysed by a strike of 1,600 cotton carters as a protest against the reduction of wages.—Reuter.

an inch of pressure, between 8 p.m. and 9 p.m. The oscillations continued with decreasing intensity until 10.30 p.m. The barometer having risen nearly five-tenths of an inch between 8.30 p.m. and 10.30 p.m. The lowest reading was 29.13 inch at 2.55 p.m.

Unusual Feature.

Another usual feature was the oscillation of the wind, the vane making 5 complete revolutions between 8 p.m. and 11 p.m.

The typhoon passed to the N.W. of Macao and is filling up over S. China.

AMUSEMENTS

AT THE

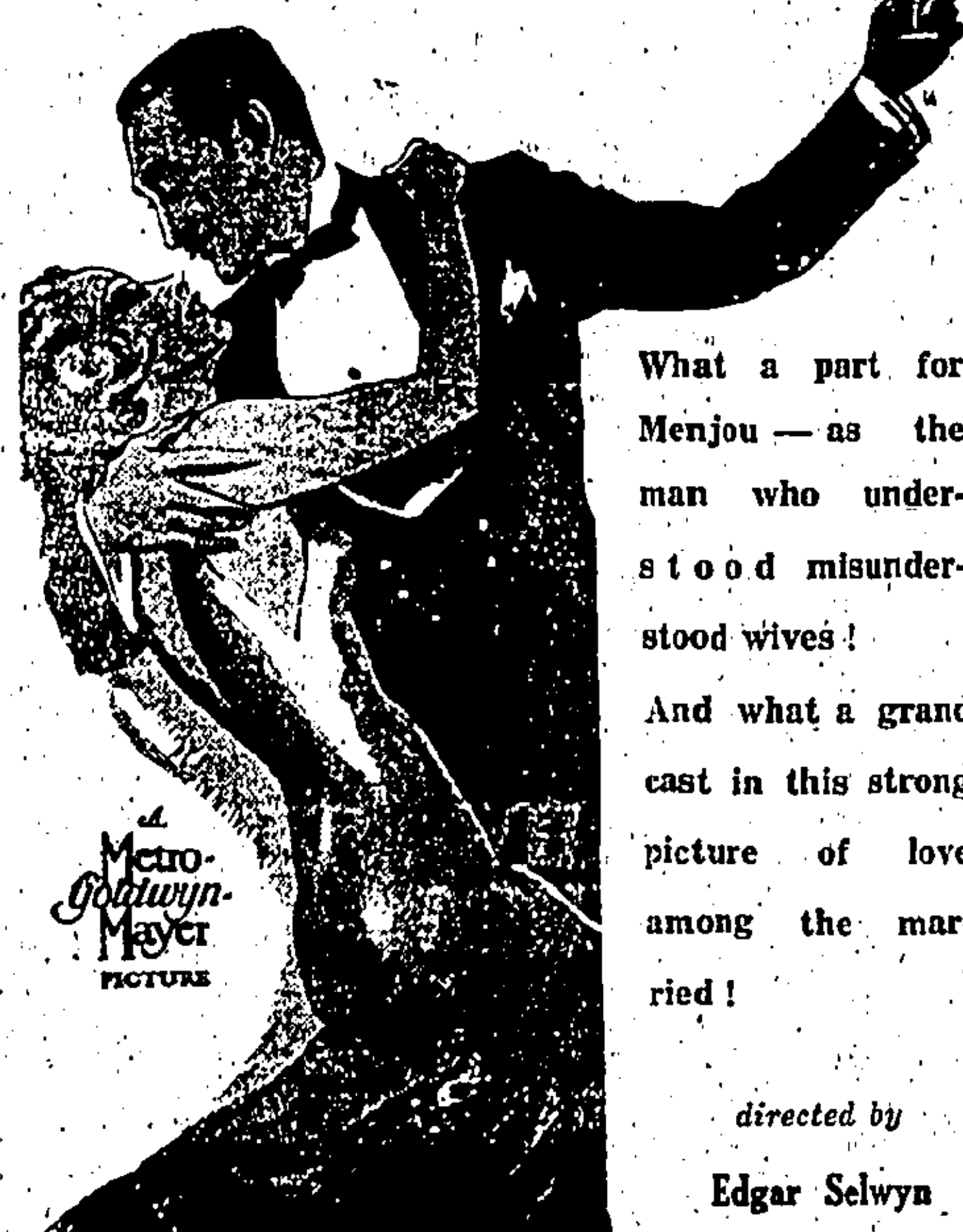
QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

Men Call It Love

with
ADOLPHE MENJOU
LEILA HYAMS
NORMAN FOSTER.



What a part for Menjou—as the man who understood misunderstood wives!

And what a grand cast in this strong picture of love among the married!

directed by
Edgar Selwyn

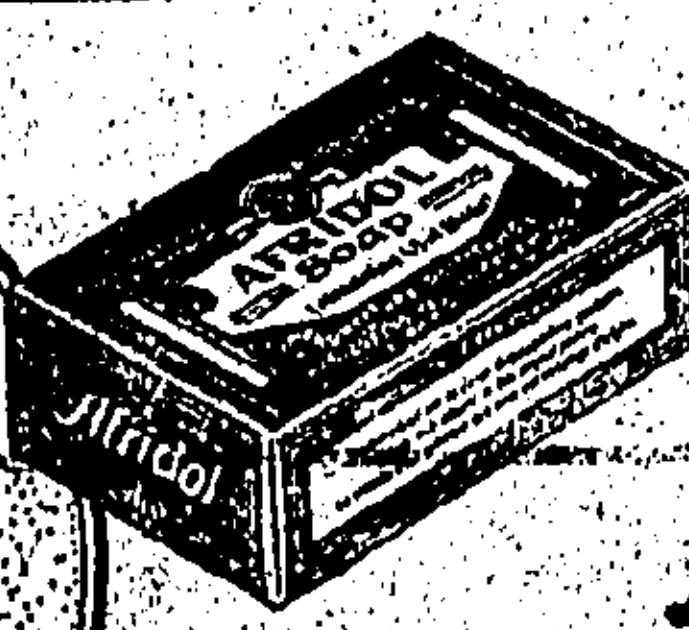
ADDED ATTRACTIONS
—THE VERY LATEST IN NEWS—
HEARST NEWSREEL

—COMEDY—
HARRY LANGDON in "Big Kick."

—NEXT CHANGE—
THE WHOLE TOWN WILL RAVE ABOUT
THIS HUMOROUS ADVENTURE OF

STAN LAUREL
AND
OLIVER HARDY
in

"PARDON US"



Afridol Soap

Prevents and cures
SKIN DISEASES
especially

Prickly Heat

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